

30 APRIL 1954

1/-

The Autocar

LARGEST CIRCULATION



JAGUAR

Grace. Space. Pace.



It is only human to take pride in being first in a race,
a quest, or in an achievement, and we are naturally proud
to have been first to introduce the hydraulic system of automobile
braking into Great Britain. This record has given us matchless
experience and resources to maintain our leadership in the future.

LOCKHEED
DOWN TRACK MARK

LEADERSHIP BEYOND ALL CHALLENGE

AUTOMOTIVE PRODUCTS COMPANY LTD • LEAMINGTON SPA
C/L

this is the sign

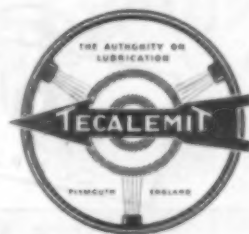


Photo: Arco Films Ltd.

**OF TECALEMIT
SPECIALISED
MAINTENANCE
SERVICE**

Any Garage displaying this sign has the equipment and the specially trained staff to give your car the Tecalemit Specialised Maintenance Service. It's a sign well worth looking for, going out of your way for, if necessary. It means the job will be carefully and thoroughly done; so much so that a sudden breakdown due to minor faults will then be a thing of the past. The service won't cost you much either !

The Tecalemit Specialised Maintenance Service entails the lubrication of each moving part and the checking of every component that contributes to the working of the vehicle.





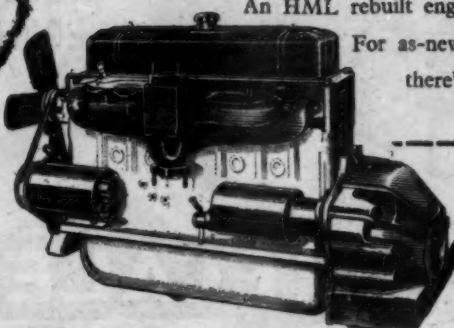
HML

Engineuity

PUTS
SPRING INTO YOUR VAUXHALL

An HML rebuilt engine puts new life into a tired Vauxhall.

For as-new performance and operating economy there's nothing to equal an HML Rebuild.

**RADIO**

We have a special department for car radio installations and repairs. Trade enquiries invited.

HAMILTON MOTORS (London) LTD

Vauxhall and Bedford Main Dealers

466-490 EDGWARE ROAD, LONDON, W.2

169-171 HARROW ROAD, LONDON, W.2

Telephone: PADDington 0022 (12 lines)

THE HML ENGINE EXCHANGE PLAN

Covers all models Vauxhall and Bedford. Your old engine taken in part exchange. We deliver the new engine first—you send the old one in afterwards. Exchange prices from as low as £35.

Deferred terms available. May we send you a copy of our booklet?

* PARTS SERVICE DEPARTMENT

Open Monday to Friday 8 a.m. to 6.30 p.m.

Saturday 8 a.m. to 4 p.m.

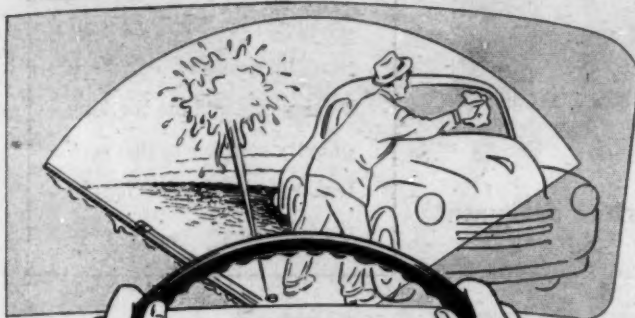
Sunday 10 a.m. to 1 p.m.

Ring PADDington 0028 for immediate service

DHB/18



Touch the Button and wash your screen as you drive...



ONLY
49'6
COMPLETE

(POWER OPERATED BY THE CAR ENGINE)

Touch the button and twin water jets spray the screen for 20 seconds—wipers remove road slime. Enough water for hundreds of miles of dirty weather driving. Car makers prefer Trico—the first and finest screenwasher. Get your local garage to fit one to your car.

TRICO

Automatic
WINDSCREEN

WASHER

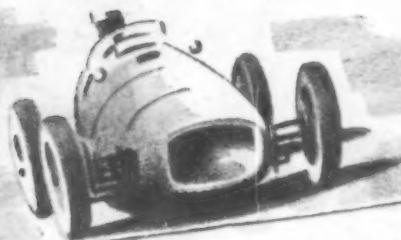
Even Trico wiper blades wear out!

Don't wait for rain—change your blades NOW!

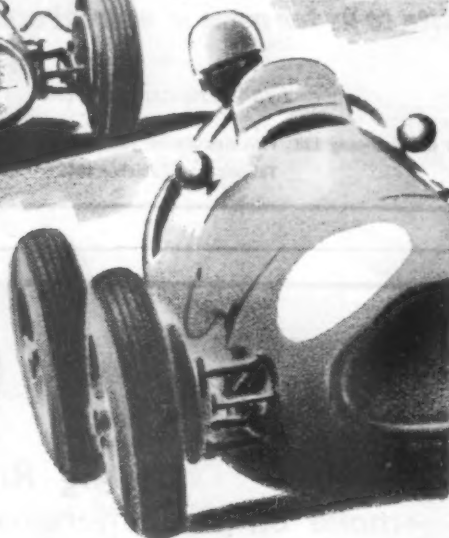
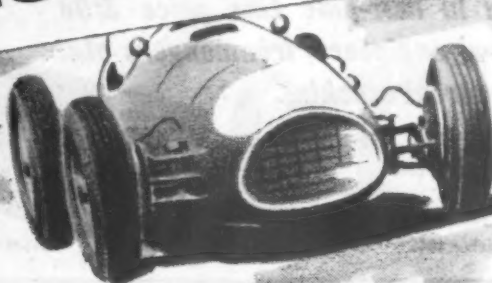
TRICO-FOLBERTH LTD., GT. WEST ROAD, BRENTFORD, MIDDX.



Smee's T.F.21



CASTROL WINS



LAVANT CUP

Easter Goodwood

1st

REG PARNELL
(FERRARI)



THE MASTERPIECE IN OILS

destroy RUST

In the home—in the garage—on the farm
—in the garden—wherever there is Rust—
Plus Gas will destroy it. Over 16,000
leading industrial concerns have proved it.

★ QUICKEST RESULTS

★ NON-ACID

★ NON-INJURIOUS

At last available to you in half-pint tins price 3/9d
from garages, agricultural engineers, ironmongers etc.
Write to us for name of nearest stockist.

Trade enquiries invited

Plus Gas Company Ltd., Plus Gas House, 89, Cromwell Road, London, S.W.7.

Telephone: FRObisher 1048

PLUS-GAS

FORMULA 'A'

DISMANTLING FLUID (RUST REMOVER)



Sliding Roofs —make all the difference

Enjoy healthy motoring, fresh air and sunshine with a Weather-shields' Sliding Roof. We are specialists and pioneers. Complete satisfaction guaranteed. Your fixed head saloon converted at our works or at our appointed fitting agents in your area. Write for full details and testimonials. As supplied to Austin, Alvis, Citroën, Jaguar, Sunbeam-Talbot.

CAR SEAT COVERS. For single seats. Something entirely new in seat comfort. To fit bench or bucket type seats. Padded with foam rubber and upholstered in a range of colours to match or contrast with car interior. On or off in a moment. 66/- each, set-ridge paid.



DRAUGHT DEFLECTORS

Safety glass, chromed brackets. Fitted with four self-capping screws supplied. Fresh air without draughts. 65/- per pair plus 1/6 postage.

Mark X in which you are interested with X. Fill in the coupon, cut out this advertisement and post for full particulars.

NAME

ADDRESS

Weather Shields

BISHOP STREET, BIRMINGHAM 5

BATLEY CONCRETE GARAGES

FOR EVERY CAR—AND EVERY SITE



E.B. GARAGE

Ideal for popular range of cars. Width 8' 3". Will last a lifetime without attention.

From
£46
or 9/3 w/hy.

LEAN-TO GARAGE

Designed for building on to the house or existing wall. Width required only 8'. Rear door available.

£55
or 11/-
weekly



DOUBLE GARAGES

£55
or Terms

One, two or more supplied in a block. Can be erected by unskilled labour in a few hours.



- Portable yet permanent
- Easily erected
- Fireproof and rotproof
- Up and Over or hinged doors available
- Non-corrosive aluminium alloy bolts and fittings

Attractive Deferred Terms

FREE DELIVERY IN ENGLAND AND WALES

Send for FREE Brochure:—ERNEST BATLEY LTD.

60, Colledge Road, Holbrooks, Coventry. Tel: 89245/6.

5 YEARS' FREE FIRE INSURANCE

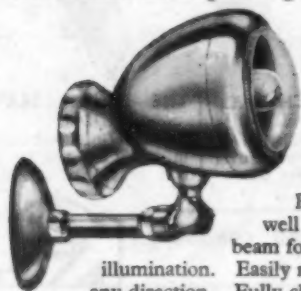
A tonic for Auto-Tops! The SLIPCO popular Auto-top dressing



Leather and imitation leather car roofs, trunks and tyre covers come up good as new with this proved "triple-action" dressing. It water-proofs, preserves, improves appearance, is easy to apply and dries overnight. Does not crack or peel.

1/4 pint tin..... 3/6 1/2 pint tin..... 5/-
from all Halford's branches and leading garages

Let a HELLA Spot Light your way!



Powerful, well confined beam for intense illumination. Easily moved in any direction. Fully chromium plated. Simple touch-of-the-hand switch and extra driving mirror all in one. The cheapest precision-built spot on the market. Obtainable from all Blue Star Garages and leading stockists. Price, including special chromed bracket (3 types), only £5.17.6.

A real Showroom finish with SLIPCOTIZE CLEANER and SLIPCOTIZE POLISH



Remove all dirt, old polish, traffic film, etc. with Slipcotize Cleaner. Then apply Slipcotize Polish—for a real high-gloss finish that is truly weather-resistant.

Over 3,000,000 tins sold!
Slipcotize Polish... 3/9
Slipcotize Cleaner... 3/-

6 for the road

Pure Aluminium Leaf Paint SLIPCO Brand

Protects and Preserves metal as only the finest Aluminium Paint can!

- Resists Heat
- Petrol-resistant
- Inhibits Rust
- Fire-proof
- Prevents Corrosion
- For All Surfaces



2 1/2 oz 1/9
1/4 pint 3/-
1/2 pint 5/-

from all Halford's branches and leading stockists

Running in? Better use SLIPGRAPH!

A "must" for every engine's first 1,000 miles; gives longer life to every part—fine performance from the start. Contains new super-oily 'Polyad' for tenacity in the graphoid film. Is not removed by any type of filter.

1/4 pint 3/4
1 pint 6/6
1 quart 11/6
1 gallon 42/-

from all Halford's branches and leading garages



contains dag COLLOIDAL GRAPHITE
Regd. Trade Mark
Acheson Colloids Ltd.

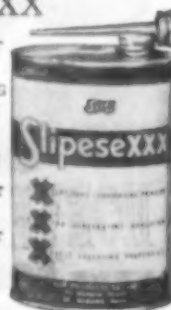
The Oil that does it All! SLIPESE XXX

Xceptional LUBRICATING QUALITIES

Xpress PENETRATING & RELEASING POWER

Xtra METAL PRESERVING PROPERTIES

NOT "just another penetrating oil",
NOT "just another lubricating oil",
but a specially devised oil for every lubricating, releasing and penetrating job.



7 1/2 oz 2/3

SLIP PRODUCTS & ENGINEERING CO LTD

Manufacturers of the world-famous diesel and uel oil additives, 'DIESLIP', 'DIESLIP F' and 'FUELSLIP'

Also distributors for genuine Lockheed Brake Fluid and PurOlator Oil Filters

For full details of any of the products we supply, write to:

SALES OFFICE, 34 GREAT ST. HELENS, LONDON, E.C.3. (Tel: AVENUE 1379)

For a New Experience in motoring comfort... get a **K-L SIT-RITE**

BACK REST

Reg. Design No. 872718

The new K-L SIT-RITE Back Rest solves a problem as old as motoring, corrects the cause of nine-tenths of driving fatigue! When your back lacks adequate support, you tire abnormally fast, get stiff and uncomfortable. And a driver's position is rarely anything like correct because no car designer can allow for users' differing proportions.

THIS IS THE ANSWER!

Comfort and complete control of the car depend on your being correctly positioned in a seat which holds back and thighs when you turn. A makeshift cushion is not enough. The SIT-RITE provides firm support for your whole spine. Sturdily constructed on a plastic-covered steel frame, and washable, it looks well in any car. There are models for bench or bucket seats. Ask your garage to show you one. Try it out in your car. You'll be delighted!

45/-

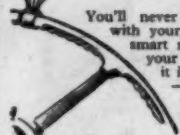
ENDS PERSPIRATION DISCOMFORT!

In hot weather the SIT-RITE does a second job. It keeps you cool and comfortable, saves clothes and upholstery, by enabling air to flow freely between your back and the seat.

EFFORTLESS, STEADY CORNERING with the

K-L EASITURN

STEERING DEVICE



You'll never have to "grapple" with your wheel if you fit this smart new K-L device. You just put your hand on the EASITURN, guide it in the desired direction—and leverage does the rest! It looks good, too, and costs only

10/-



See these aids to better motoring at your garage today, or write for illustrated folder to Dept. 51.

THE BENCH SEAT MODEL

Measures 20in. x 17in. and simply hooks over the seat at the top.

THE BUCKET SEAT MODEL

(19in. x 17in.) is secured in a few seconds by a belt of sturdy elastic.

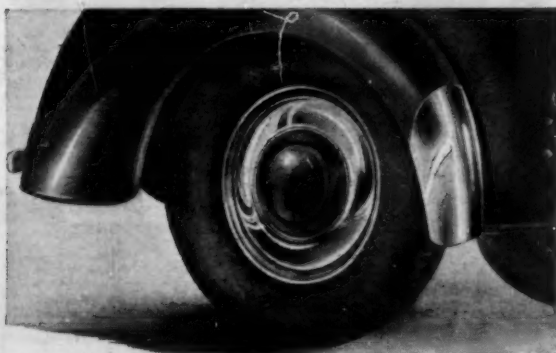


One typical wrong position. This seat is too inclined, gives no support to the "small" Back, neck, arms and eyes are strained.

THE SIT-RITE enables you to sit comfortably erect, avoiding strain on back, arms or eyes.



KEY-LEATHER CO. LTD., 5 URSWICK RD., LONDON, E.8
Telephone: Amherst 5202-4



HORVELL Products enhance your FORD "Popular"

or all Anglias and Prefects prior to current models
Two matching accessories in highly polished, stainless, rustless alloy—smart and modern.

Wheel Discs 70/- per set of 4
Splash Guards 18/- per pair
also Reflectors 7/6 per pair, Stop-Tail lamps 24/- per pair.

Obtainable at your Garage or direct from Sole Manufacturers

MAURICE CHESHIRE & COMPANY,
215 MOSELEY STREET, BIRMINGHAM 5
Tel.: MIDland 3223

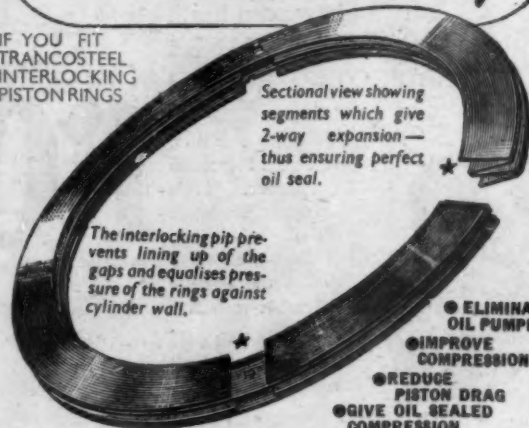
Over-riders to match "Popular" Bumpers 15/- per pair



WhiteAd 2777

YOU CAN SAVE OIL & BORE WEAR!

IF YOU FIT
TRANCOSTEEL
INTERLOCKING
PISTON RINGS



Sectional view showing segments which give 2-way expansion—thus ensuring perfect oil seal.

The interlocking lip prevents lining up of the gaps and equalises pressure of the rings against cylinder wall.

- ELIMINATE OIL PUMPING
- IMPROVE COMPRESSION
- REDUCE PISTON DRAG
- GIVE OIL SEALED COMPRESSION

TRANCOSTEEL INTERLOCKING PISTON RINGS

*Write for Descriptive Leaflet and name of Local Fitting Agent to

TRANCOSTEEL PISTON RINGS LTD., FARNBOROUGH, KENT

FOR CAR CLEANING & POLISHING IN DOUBLE-QUICK TIME—

CHEMICO '49'

Outshines them all FOR ONLY **3/6**



WHY PAY MORE!

To-day, more and more motorists are saving themselves time, money and hours of tiresome, hard work with Chemico '49 Car Cleanser AND Polish. It is amazingly speedy—a small car can be cleaned and polished in 30/40 minutes. It is easier to apply, contains no wax, does not hold dust and gives a superb "resistant to rain spots" enduring finish in double quick time. And it costs less because Chemico '49 does the job of both cleanser and a polisher—for only the price of one.

**it's Easier
it's Quicker
it's Cheaper**

★ KEEP A TIN OF HOUSEHOLD CHEMICO CLEANSER IN YOUR CAR. It's ideal for cleaning Chromium and Windscreens. Obtainable from Grocers and Ironmongers everywhere.

HALF THE COST
FOR CLEANING
HALF THE COST
FOR POLISHING

3/6
FOR 14oz. TIN



**FREE
TEST**

TO PROVE IT BEST

To the County Chemical Co. Ltd., Dept. M.C. Shirley
Birmingham.

Please send me free sample of Chemico '49.

NAME

ADDRESS

MY USUAL GARAGE IS

AU.9

A CHEMICO QUALITY PRODUCT - FAMOUS FOR OVER 50 YEARS

No argument about the

Argosy



The finest value ever achieved in
low-priced holiday caravans **£179**

Your first thought may well be, "At that price, what's missing?" But the price of the ARGOSY has not been achieved by cutting its quality. Behind it are all the resources of famous Berkeley caravans. Into it have gone Berkeley designing skill and large-scale production planning, the same good materials and workmanship. Berkeley reputation is, in fact, the built-in guarantee of the Argosy's excellence—and it has produced the smartest, sturdiest low-price holiday caravan on the market. Body 11'2" long, double bed and 2 singles, sink and cooking unit, wardrobe with partition. Permaform aluminium exterior, insulation board interior, one-piece metal roof. Any 8 h.p. car will tow the Argosy with ease and safety—wherever you want for a happy family holiday.

It is an ideal "spare-room" and is always ready for a week-end away.

See the Argosy at any Berkeley dealers.

For further details write to Dept. T.I. Argosy Coachwork Ltd., Hitchin, Herts.

A BERKELEY ASSOCIATE

GREAT ELIZABETHANS

Sir Philip Sidney
valorous soldier,
sparkling courtier, 'the
brightest jewel in her
court' according to good
Queen Bess, the very man to have revelled
(if he lived today) in the luxury of Cussons
IMPERIAL LEATHER toilet luxuries.



Cussons

CHUBBY SHAVING SOAP

THE CHOICE OF THE NEW ELIZABETHANS



The sturdy shape of Chubby Shaving stick, with its wide surface for easy lathering and discreet Imperial Leather fragrance, makes it the choice of all who treat shaving seriously. Refills for the attractive container always available. From all good shops.

Cussons Sons & Co. Ltd, 84 Brook St, Grosvenor Square, W1

A car without **3M UNDERSEAL**



is like a shoe without a sole . . .

No part of your car gets such a merciless pounding as the underbody. Wet roads rust it—mud cakes it—atmosphere corrodes it—its life is shortened and its value diminished. The answer is 3M Underseal which gives life-long protection against all these ravages.



Enquire at your local
garage or write to:

G. T. RICHES & CO LTD. 19-21 Store St., W.C.1 Tel: MUSeum 0434


Regency

The **FIRST** name in
 Car Seat Covers




Regency

Available in an attractive range of materials and colours to fit every car, at prices to suit every pocket. Obtainable through good garages anywhere.

Covers your car seats better

★
PRICE EXAMPLES

Regentex	£	s.	d.	Tartans	£	s.	d.
Morris Minor	10	5	0	Austin A30	11	11	0
Hillman Minx	11	11	0	Morris Minor	11	11	0
Austin A40	12	12	0	Ford Anglia	12	0	0
Ford Consul	13	13	0	Austin A40	14	10	0

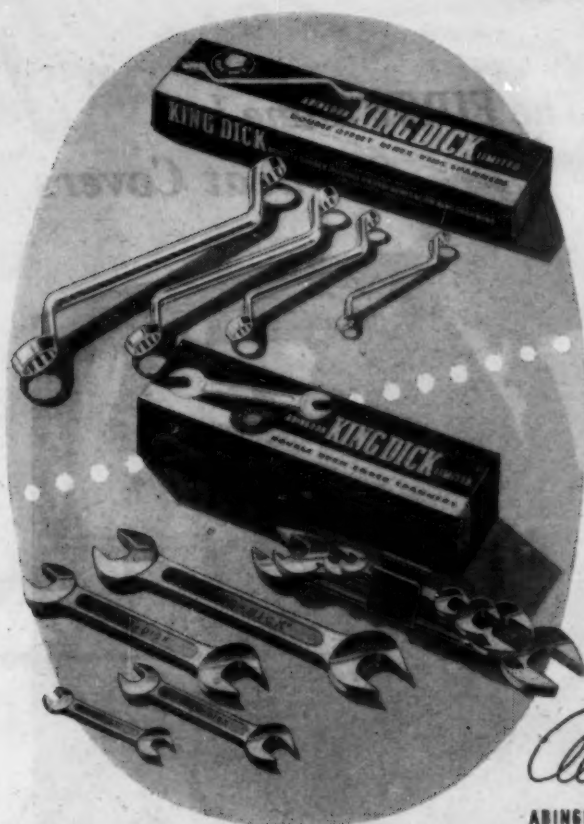
Post today for **FREE** patterns & prices

Name

Address.....

Make.....Model.....Year.....A

REGENCY COVERS LTD., 169, Gt. Portland Street, W.1. Telephones : LAngham 9001. Factories at Tottenham & Norwich.



Chrome Vanadium Ring & Open-Ended Spanner Sets in Whitworth, American A/F and Unified Hexagon Sizes. All sets are boxed in neat cardboard cartons.

Send for illustrated leaflet describing the correct set for your car, or enquire at your dealer or garage.

Equip with KING DICK

Ring Spanners			Open-Ended Spanners		
TKR.242 (Whitworth)	$\frac{1}{2} \times 3/16$ in. $\frac{1}{2} \times 5/16$ in. $\frac{1}{2} \times 7/16$ in. $\frac{1}{2} \times 9/16$ in.	33/9 per Set	TKO.242 (Whitworth)	$\frac{1}{2} \times 3/16$ in. $\frac{1}{2} \times 5/16$ in. $\frac{1}{2} \times 7/16$ in. $\frac{1}{2} \times 9/16$ in.	23/6 per Set
TKR.447 (American and Unified Hex. A/F Sizes)	7/16 x $\frac{1}{2}$ in. 9/16 x $\frac{1}{2}$ in. 11/16 x $\frac{1}{2}$ in. 13/16 x $\frac{1}{2}$ in.	33/9 per Set	TKO.447 (American and Unified Hex. A/F Sizes)	7/16 x $\frac{1}{2}$ in. 9/16 x $\frac{1}{2}$ in. 11/16 x $\frac{1}{2}$ in. 13/16 x $\frac{1}{2}$ in.	23/- per Set

Sets TKR.447 and TKO.447 provide American A/F Sizes plus the new British Standard for UNIFIED Hexagon Bolts and Nuts.

Abingdon **KING DICK LTD**

ABINGDON WORKS • KINGS RD • TYSELEY • BIRMINGHAM 11 • ENGLAND
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The ANTI-DAZZLE LENS

REALLY HELPS IN WINTER FOG, MAKES NIGHT DRIVING SAFER, AND ELIMINATES STRAIN.

AN OPTICAL PRODUCT RECOMMENDED BY THE MOTORING PRESS (Prov. Pat. 5720 81)

Remarkable Brightening Effect—"The Motor."
Most Beneficial—"Country Life."
Effective Counter to Dazzle—"B.A.R.C. Gazette."

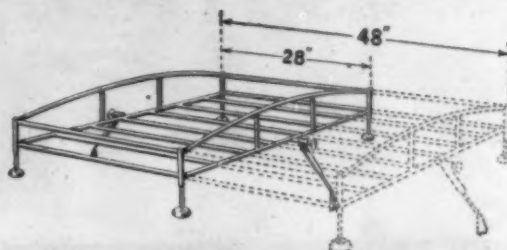
Standard Model 26/3.

Clip-over 18/9. Popular Model 20/7.

FROM OPTICIANS, GARAGES OR PARTICULARS FROM:-

ABBIE GLASS WORKS LTD.

21 CORAM STREET, W.C.1. Telephone: TERminus 9921/2



EVERSURE TELESCOPIC ROOF RACK

Fit's any make of car!

By undoing four dome nuts, the rack may be adjusted instantly to widths varying from 28in. to 48in. Thus it is possible to adjust the rack, so that it exactly fits your car. Furthermore, if you change your car for another make, your "EVERSURE" rack will still fit your new car. The patented adjustable legs enable the height to be altered to suit roofs of varying contours and the fully adjustable side clamps hold the rack rigidly to the car roof. It can be fitted in five minutes.

It is supplied in stove enamel black finish and packed in a cardboard carton.

Retail Price
£7. 10. 0
Silver Grey Finish 5/- Extra.
RIGID TYPE ROOF RACKS
From 65/12/6 to 40/0/0.
Your Usual Garage will supply.

EVERSURE ACCESSORIES
KINGSTON ROAD BIRMINGHAM 9.
PHONE: VICTORIA 2287-8-9

For almost every motoring problem...

Holt's have the answer!

Cracked cylinder block...

A permanent repair for internal or external cracks. Suitable for cast-iron and aluminium. Repairs in 30 minutes without dismantling. Withstands vibration, heat and pressure. As used by leading Transport Companies. $\frac{1}{2}$ pint 8/6 1 pint 15/- 1 quart 25/-

WONDARWELD

Use 1 pint to every 3 gallons total water capacity.



Radiator boiling up...

The complete cleanser for the entire cooling system. Cleans, inhibits and protects. Quickly removes rust, scale and lime deposits. Completely harmless. Safe for all metals including aluminium. Containing exclusive Radflush Inhibitor.

RADFLUSH

Complete treatment 8/6



Silencer and exhaust leaks...

Repair cracks and leaks in your exhaust system with this simple finger and thumb repair. The plastic gas-tight seal sets hard, withstands heat and vibration, prevents harmful fumes. No dismantling—No tools required.

GUN-GUM

3/6 per tin



Spray-on glass cleaner...

Holt spray in a flexible 'spray' bottle removes dirt, grease, insect stains from windscreens, mirrors, windows, etc. Spray on and wipe off. For car pocket and kitchen shelf. Always ready for use.

HOLTSPRAY

Per bottle 3/-. Concentrate refills, per bottle (12 refills) 2/6



Wax polish plus Silicones...

The rich brilliance of real wax and the extra protective qualities of silicones are combined in Wondarwax. In easy-to-apply emulsion form, Wondarwax gives a hard film of lustrous wax without hard rubbing. Unaffected by heat, cold and damp.

WONDARWAX

3/6 per tin



Leaky radiator trouble...

A 5 minute permanent repair, that works while you drive. Unaffected by temperature, water-pressure or anti-freeze, contains no dangerous powders or harmful corrosives. Cannot clog. Recommended by service stations throughout the world.

RADWELD

For cars 3/6 For trucks 6/-



Worn engine burning oil...

Oil consumption reduced, compression improved by 30 minute treatment which forms self-lubricating seal at piston top. Gives new car performance up to 10,000 miles. No dismantling. Endorsed by entire Motoring Press.

PISTON SEAL

Up to 12 h.p. 18/- Over 12 h.p. 25/- Motor Cycles 8/6



Upholstery cleaning...

A 'Dry-bubble' method to shift stains, grease and dirt from fabrics, leather, carpets etc. Restores colour and freshness, non-inflammable and harmless as water. Invaluable in car and home.

WONDARFOAM

2/6 and 4/6 per tin



20 minute tune-up...

Transform your car's performance. Poured in air intake, sluggish engines regain quick starting, brisk acceleration, smooth running. Frees gummed rings and valves.

COMPRESSION PRIMER

2/6 and 3/6 per tin

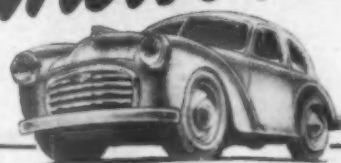


Repair cracked batteries

A permanent anti-acid repair for cracks in bakelite, plastic, composition, metal, etc. Used straight from the tube, Batrepair adheres to the crack, dries hard to a permanent repair. Unaffected by petrol, oil, water and chemical solutions.

BATREPAIR

3/6 per tube



A permanent repair for dented, holed and rusted metals

Applied like putty—sets metal hard

Permanently repairs all dented, holed or rusted metals. Applied like putty, sets harder than lead. Can be filed, drilled or sanded to give imperceptible repair. Water, oil and petrol-proof. Takes paint or cellulose.

LOY PLASTIC METAL in putty form is ideal for the repair of car bodies, wings, tanks etc.

LOY self-adhesive FABRIC SHEETING is used as reinforcement for weak rusted out areas before applying Loy Metal.

LOY SOLVENT essential for softening Loy Sheeting and thinning Loy Metal to brush or spray consistency.

LOY PLASTIC METAL

LOY METAL Handy tin 4/6 Major tin 25/- Solvent Handy size 2/6 Minor size 4/6 Major size 8/6
LOY FABRIC SHEETING Handy size 3/6 Minor size 9/- Major size 17/6
LOY HANDY KIT (containing Loy Metal, Solvent and Sheeting) 8/6
LOY IN TUBES for handy use 3/-



Keep all metals bright...

A quick wipe-on method that prevents tarnishing. Britect protects the brilliance of chrome, brass, copper and all bright metals with an invisible skin that lasts for months without further polishing. Flexible, withstands heat.

BRITECT

Transparent or in colours 2/6 per bottle



Stop battery corrosion...

Corrosion-free terminals always. No more terminal replacements. Kills corrosion, prevents further deposits on battery terminals and surrounding metal work. Not just a grease, a safe, active alkaline neutraliser.

NO-CRODE

Per tube 1/6 and 3/-



Further Details from DOUGLAS HOLT (EST 1919) LTD (Dept. A.C.6)
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Wherever you see this sign... An Official Holt Stockist stands ready to serve you. His experience is your safeguard.



FROM YOUR LOCAL GARAGE, HALFORDS BRANCHES, MOTOR ACCESSORY STORES, ETC



Imperial Polished cars

SET A

brilliant
EXAMPLE !

Imperial Polish gives your car the brightest sheen you've ever seen! It keeps its brilliance because water runs straight off—leaving no spots or streaks. Cleaning as it polishes, wonderfully simple to use, Imperial goes further, too.



20 Ounce Tin 5/-

10 Ounce Tin 3/6

ASK AT YOUR GARAGE
for

Imperial
CAR POLISH

Made in Britain by the Sole Concessionaires

Broadfields Garage & Engineering Co Ltd

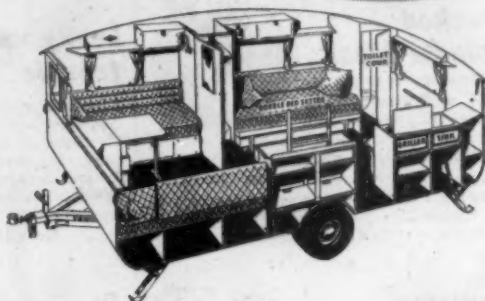
Wharf Rd., Ponders End, Middx. Tel.: Howard 3191/2/3/4

WhiteAd 2326R

You MUST LOOK INTO THE ECCLES

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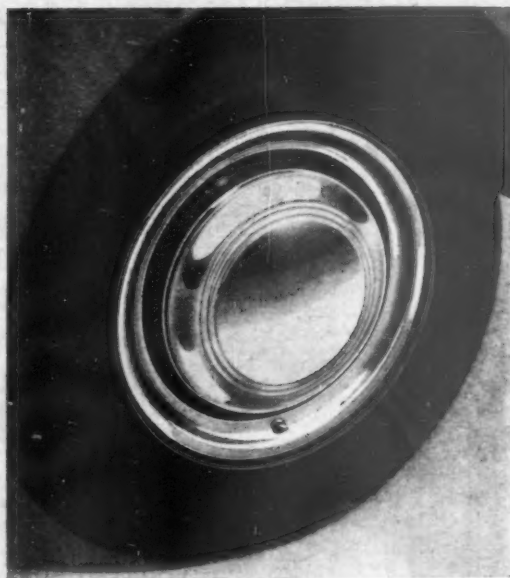
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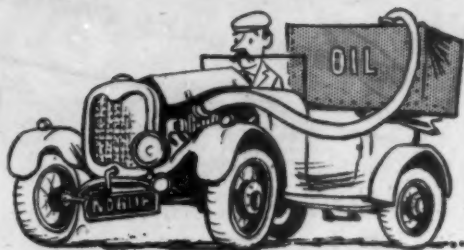
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LONDON, S.E.1.Telegrams: Autocars, Sedist, London.
Telephone: Waterline 3333 (60 lines).

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Autocar

FOUNDED 1895

No. 3048

Friday, 30 April 1954

Vol. 100

Signs from Turin

IN this issue there appears a description of the more outstanding exhibits at the 36th Turin Show, now open. It is apparent that the Italian automobile industry retains its vigour and enterprise, for new models are introduced by three of its most important members. Of these two seem of peculiar interest at the present time. The new small Alfa Romeo of only 1,300 c.c. is claimed to have a maximum speed in the neighbourhood of 100 m.p.h., and while it is admittedly a two-seater coupé of aerodynamic form it is the forerunner of a four-seater saloon for series production. Of course, the saloon may not prove so light in weight (less than 16 cwt) and its speed potentialities may not be quite so great, but that the Giulietta marks a step forward in the development of the smaller car it is impossible to deny.

The second new model of outstanding interest, the Fiat turbine car, is purely experimental. Its sponsors take the same view that has already been expressed in connection with the Rover turbocar prototypes, that there remain many problems to solve before such a car can be considered a practical and commercial possibility. But the fact that Italy's largest car manufacturer has now openly entered on the experimental and development stages in this field, coupled with the work that, again, is apparently approaching fruition in the U.S.A., is important and significant.

It should also be noted that the Fiat compressor and its driving turbine both have two stages. That may or may not be a step forward—it remains to be proved. The Fiat engineers also point out the importance of the solution of the heat exchanger problem, in order to obtain a fuel consumption comparable with that of the piston-engined vehicle. The Rover Company in England has already stated that it is working on this problem, as, naturally, Fiat engineers are also doing. Given a perfected heat exchanger of a size and weight suitable for installation in a car, the commercial production of a turbocar will be much nearer.

Balance and Damping

THE history of the torsional vibration damper, briefly filled in in an article on the following pages, is a tribute to the great Dr. "Fred" Lanchester, who devised one as early as 1914, and whose investigations of crankshaft vibrations are still current. Applied to the engine crankshaft, the torsional vibration damper can achieve remarkable results, and it is a pity (as well as a puzzle) that the device is not more widely employed in this connection. There are one or two first-class engines which suffer from excessive crankshaft vibration periods, giving rise to an uneasy feeling as the speedometer needle is forced through and beyond the speed range in which these take place. The most insensitive driver is well aware that vibration periods are periods of extra wear, as well as of extra stress, on rapidly moving components.

That such periods should exist is no very great criticism of the engines concerned. Indeed, the piston engine is a remarkable example of good balance considering that its function is to translate reciprocating movement into rotary. But it is not perfect, and the torsional vibration damper applied to the crankshaft could help a great deal in several instances. Now that the silicones have permitted an advance in performance and reliability of the vibration damper it may be hoped that more of the designer's reluctance to adopt such a device may be overcome.

The mind should remain clear as to the difference between engine balance and vibration damping. The first is a matter for design of such precision that there are no avoidable out-of-balance weights or couples anywhere in the engine that can give rise to vibration periods. The second is the damping out of an accepted vibration. Dr. Lanchester's device first represented the means by which damping is achieved, and an unusual contemporary method of trying to achieve inherent balance is the crankshaft-driven layshaft in the General Motors V-six-cylinder patent, which seeks to oppose and cancel out the inherent couples in the V-six.

VIBRATION DAMPING

SILICONE FLUIDS INTRODUCE NEW POSSIBILITIES INTO AN IMPORTANT FIELD OF DESIGN

By J. A. COOPER. A.M.I.Mech.E., M.S.A.E.

ONE aspect of automobile engine design which receives considerable attention from the engineering side, but which passes unnoticed by the normal motorist or even enthusiast, is that of damping the torsional vibrations of the crankshaft. It must be realized that this is an entirely different thing from balancing the crankshaft, together with its assembly of connecting rods and pistons; that, of course, is also fully covered in design and manufacture, as regards both the simple static balance of the components and the dynamic balance of the secondary forces set up in the assembly during rotation.

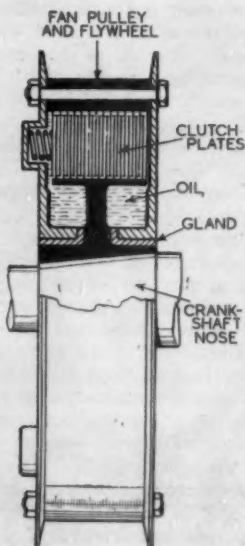
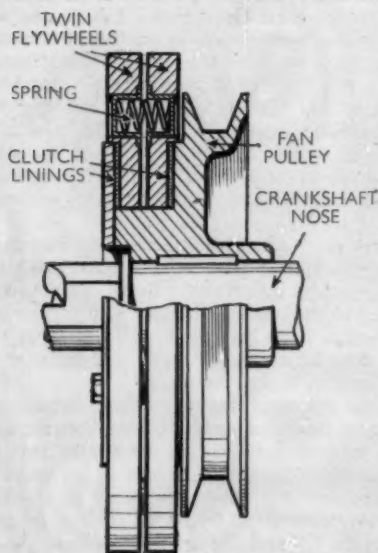
Every crankshaft of a piston engine possesses certain periods in its revolution range during which certain torsional vibrations are set up. These are caused by the intermittent power impulses transmitted to the shaft at different points along its length by the connecting rods, these occurring at regular intervals and in a certain predetermined order. Naturally, the effect of the flywheel, bolted to one end of the shaft, will be to stabilize the rotational speed of the shaft at that end, and the vibrations will therefore cause the shaft to twist and untwist about a nodal point at or near the rear main bearing, the effect increasing to a maximum at the front end of the shaft. If the shaft were considered as being held stationary at the flywheel end, the other end would twist backwards and forwards with an action akin to that of the hairspring of a watch; but, as the shaft is in fact rotating at the time, the front end will be accelerating and decelerating to a tiny but measurable degree.

Any crankshaft possesses a natural frequency of vibration (just as a hairspring does); if the torsional vibration imparted to the shaft by the power impulses happened to coincide with this natural frequency and there were no form of damping, the vibration would (if that particular

speed were maintained) increase to such a degree as to break the shaft. In fact, of course, the design is so arranged that the imparted vibration frequencies do not coincide with the natural one; and there is always the inherent damping of the stiffness of the shaft itself, together with the external damping effects of the air, the friction of the bearings, and the provision of external dampers, to prevent the worst theoretical condition from occurring in practice.

Among the external dampers are any auxiliaries which may be driven from the front (or opposite to flywheel) end of the shaft. The timing gear is conventionally at this end; but the necessary provision of a degree of backlash in this mechanism renders it less effective as a damper than might be supposed. In some engines severe wear of the timing gear has been proved to spring from the presence of torsional vibrations in the crankshaft; for this reason, before the necessity of dealing with these vibrations was fully appreciated by all designers and the methods thereof understood, it was not uncommon for the timing gear to be situated next to the flywheel at the other end of the crankshaft, where the vibrational effects were at a minimum. Some engines, indeed, still use this layout, which their designers consider theoretically better; but it almost inevitably carries with it the concomitant disadvantage of comparative inaccessibility.

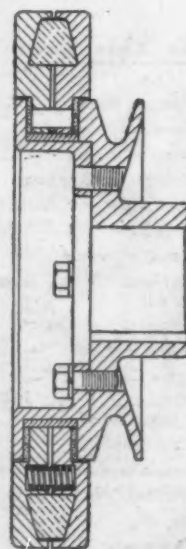
Another modern development which materially assists in vibration damping is the now almost universal use of a belt-driven dynamo and fan. The inertia of the heavy dynamo armature and the constant power demands of the fan (these components naturally objecting to any attempt to accelerate and decelerate them at a high frequency) tend to cause the belt to slip slightly when torsional vibrations occur; the shifting of the relative masses alters the characteristics of the whole system sufficiently to damp out—to

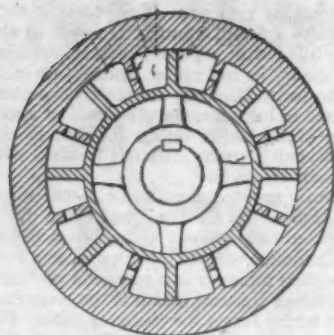


(Extreme left) The original Lanchester torsional vibration damper, in which a spring-loaded multi-plate clutch running in oil connected a flywheel with the crankshaft nose.

(Left) The Lanchester damper in its most familiar form; the clutch is now dry and lined with friction material, and the fan belt pulley is formed on the driving member of the damper.

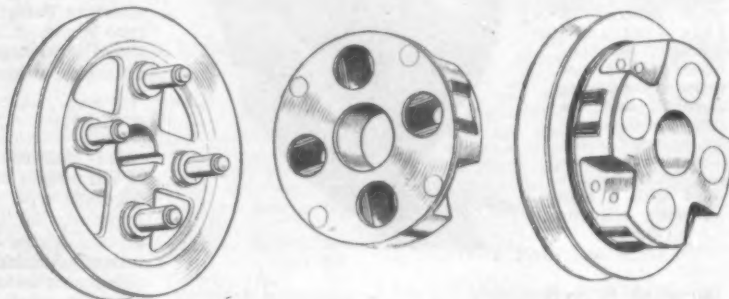
(Right) In this Chrysler variation on the same theme the spring pressure on the clutch is supplemented by centrifugal force acting on a "loaded" rubber ring in a tapered recess.





(Left) An American version of an hydraulic damper. Relative radial movement between the outer and inner members was restricted in speed by the necessity for the oil to pass through small holes in the radial ribs; springs were included in the design to centralize the members in the position shown in the drawing.

(Right) The Marmon damper produced in the U.S.A. Radial multi-leaf springs fitted in slots in the flywheel member, and were acted on by four driving pegs in the flange bolted to the crankshaft nose.



some degree, at least—the instantaneous vibratory effect.

This, in effect, is the principle on which all torsional vibration dampers work. The pioneer in research on this whole subject, as on many other aspects of automobile design, was the late Dr. F. W. Lanchester, whose work in this connection was carried remarkably close to finality before the first world war. One of his early inventions concerning crankshaft balancing was a device named the Anti-vibrator, produced in 1912. This was specifically designed to deal with the secondary out-of-balance forces inherent in a four-cylinder-in-line engine (these are caused by the angular motion of the connecting rods, which results from the fact that when the crankshaft is at 90 degrees from t.d.c. on any cylinder, the pistons are all *below* the halfway mark in their stroke). Lanchester succeeded in balancing these forces by the introduction of two small cross-shafts at right angles to the crankshaft, and skew gear driven therefrom at twice engine speed, each of these shafts carrying two bobweights in a certain relationship to one another. This device was used only on Lanchester cars of the period, and the problem is almost negligible with the modern stiff counterbalanced crankshaft. Generally speaking, it may be

said that the smaller four-cylinder engines do not require a special torsional vibration damper, nor do small V-eight engines. Almost all six-cylinder engines require dampers (or, at least, are improved by their use), as do straight-eight units. Often, with diesel engines, the speed range is restricted to a point below that at which the worst critical vibration occurs; the higher the speed at which an engine runs the more likely it is to require a damper.

The first Lanchester torsional vibration damper, designed especially for the problem under discussion, was produced for the Daimler company early in 1914. It consisted of a small flywheel, driven from the nose of the crankshaft through a multi-plate clutch, spring-loaded and running in

oil. The inertia of this flywheel exerted a damping effect on the vibrations in the same way as does a belt-driven dynamo, as explained above, with the additional advantages of a more direct application and the fact that its proportions, and the clutch slip characteristics, could be calculated specifically for this purpose.

This, however, was an expensive device to make, while its performance was affected by the dependence on temperature of the viscosity of the oil. It was therefore soon superseded by another design, similar in principle, in which what amounted to a dry single-plate clutch, lined with friction material, took the place of the oil-immersed multi-plate clutch of the original version. In this form the Lanchester damper became the accepted device for dealing with torsional vibrations over a long period—until the nineteen-thirties. It is interesting to note in passing that, whereas the original design incorporated the fan pulley on the outside, or flywheel, member of the damper, it subsequently became accepted practice for this pulley to be formed on the inner part, which was keyed direct to the crankshaft. This was presumably done to enable the calculations of the necessary flywheel to be more exactly carried out, it being almost



(Right) The original Metalastik torsional vibration damper; the flywheel and driving flange were connected by a ring of rubber, bonded to each component by a special process.



(Left) The Metalastik dampers have been produced in a wide variety of types and sizes, a few of which are illustrated here.

Vibration Damping ... continued

The latest development: the Girling fluid friction damper. The flywheel member (light coloured in this sectioned example) is contained in an annular recess in the driving member, and the recess then closed by a cover plate. The space surrounding the flywheel is filled with a high viscosity silicone fluid.



impossible to predetermine the precise additional damping effect of the belt-driven auxiliaries.

An American variant of the original Lanchester design, produced by Chrysler in the late 'twenties, supplemented the spring loading of the clutch surfaces with a "lead" rubber ring trapped between inclined faces of the split flywheel member; centrifugal force on this ring tended to throw it outward with increasing speed and thus spread the flywheel, thereby achieving a variable rate. Another American design of the same period used a centre member with a number of lateral ribs, the flywheel being internally similarly ribbed. These ribs formed a number of separate compartments sealed by side walls; the ribs on the flywheel were drilled with small holes and the compartments oil-filled, so that relative movement between the two members forced the oil through these holes, this providing a damping effect. Yet another American type of damper was that fitted to the Marmon car; in this the relative movement between the driving member and the flywheel was resisted by a series of multi-leaved laminated springs.

Influence of Bonding Progress

The next development of any real moment in the design of dampers for crankshaft vibrations came with the introduction and rapid rise to popularity of the process of bonding rubber to metal and its automobile applications. Anti-vibration mountings, for power units and many other components, were naturally among the first of these applications to achieve success; but before long a vibration damper had been introduced in which the flywheel member was attached to the central driving portion by a ring of rubber bonded to each member. The relative movement possible between the flywheel and the crankshaft was naturally limited by the amount and elasticity of the rubber; but in practice it was found that this degree of movement was ample for the purpose. As this type of damper was inexpensive to produce, containing the minimum possible number of components and no moving parts, it naturally achieved great success, for which the Metalastik company in this country was largely responsible.

Now, in 1954, comes the latest development in damper design, and this shows a return to the use of oil pioneered by Lanchester so many years ago. This new fluid friction damper, manufactured by Girling, owes its existence to the discovery of silicone fluids, which have the particular property that their viscosity is little affected by a wide variation in temperature. This damper consists basically of a

cast body, in an annular recess in which a metal—usually cast iron—ring or flywheel is enclosed. The recess is then closed with a cover plate. Small annular recesses in the edges of the plate are filled with a plastic sealing material, and the edges of the cavity in the main member are then rolled over the plate to form a completely sealed chamber. The flywheel is designed to have a radial clearance of about 0.010in, and a lateral clearance of up to 0.020in, in the chamber, and the intervening space thus left is filled with silicone fluid of very high viscosity.

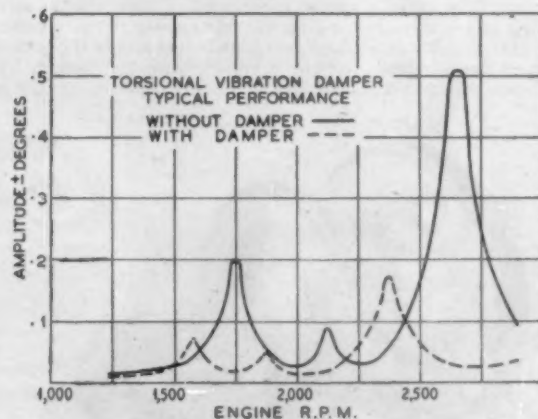
If the unit is suddenly rotated the flywheel will move only in so far as it is dragged by the fluid, and if the direction of rotation is reversed the flywheel will overrun before it is itself reversed. Consequently, with the rapid and continual changing of direction inherent in a torsional vibration the fluid in the gaps is being sheared, and it is the resistance to this shearing action which forms the damping force. For optimum damping to be obtained from a damper of this type it should be so designed that the motion of the flywheel is 90 degrees out of phase with that of the housing during a particular vibration period.

Simple, and Stable

It is claimed that this type of damper possesses a number of advantages over any of its rivals; it is simpler than the frictional type, more consistent in performance, unaffected by immersion in oil or water, requires no maintenance and gives a higher degree of damping for the same flywheel inertia. Similarly, it is claimed to be far less critical in its characteristics and more stable in performance than the rubber-bonded damper. These dampers are at present made in several types, both with and without an integral pulley for the fan and auxiliary belt drive.

The accompanying graph shows the effect of a fluid friction damper on a typical small six-cylinder diesel engine. Torsional vibrations are shown at three critical speeds; it will be seen that the effect of the damper is to reduce considerably the magnitudes of these vibrations (in the worst case, from ± 0.50 degrees to ± 0.17 degrees), at the same time lowering the speeds at which they occur.

Although so far the higher cost of this type of damper has precluded its wide usage in the car field, it is interesting that it was used in the engine of the Bristol sports-racing cars which ran in last year's Le Mans 24-hour race, one of which subsequently won its class in the Rheims 12-hour race. Certainly, the fluid friction damper may well be the future answer to many torsional vibration problems, and it forms a good example of the increasing use of silicone materials in present-day engineering.



This graph shows the effect of fitting a fluid friction damper to a small six-cylinder diesel engine. Three critical torsional vibration periods are registered, and the reduction in their amplitudes consequent on the fitting of the damper can be seen, together with the reduction in the speeds at which they occur.

NEWS and VIEWS

How Many Car Radios?

IN reply to a question in the House of Commons, Mr. L. D. Gammans has said that 223,500 car radio licences were currently effective, but he added that it was not at present possible to form any reliable estimate of what proportion this figure represented of the actual number of sets installed in vehicles.

Mercedes-Benz Prices

THE price in England of the Type 170SD Mercedes-Benz is now £1,125 which, with £469 17s 6d purchase tax, makes a total of £1,594 17s 6d. The previous total was £1,651 10s 10d. The price of the new Type 180D is £1,260 which, with £526 2s 6d purchase tax, makes a total of £1,786 2s 6d.

Accidents in U.S.A.

FOR the first time in three years the monthly rate of fatal traffic accidents in the U.S.A. fell below 2,500 in February, according to figures released in Chicago by the U.S. national safety council. The total of 2,470 was a two per cent reduction compared with the same month in 1953, and the lowest for any month since February, 1951.

Cape Rally Film

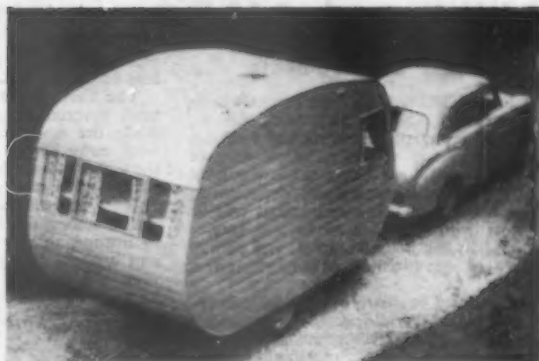
A 16mm film of the 1953 rally from the Mediterranean to the Cape has been made by Shell-Mex and B.P., Ltd., and is available without charge on loan from their Trade Relations Department, Shell-Mex House, Strand, London, W.C.2. The film is in colour and gives a good impression of the difficulties of the trans-Africa route and the contrast in road conditions. It has a commentary.

A.A. Radio Patrols

EXPANSION continues of the use of radio patrols by the A.A. The total area covered by breakdown vehicles equipped with radio telephones will soon be nearly 15,000 square miles, and transmitters are to be erected in the areas of Manchester, Sheffield, Newcastle-upon-Tyne, Nottingham, Bristol and Cambridge, with the local A.A. office as the control station in each case.

These new stations will supplement the A.A. transmitters already in use in London, Guildford, Birmingham, Leeds and Glasgow. At the moment, Birmingham and Leeds are being given priority and it is expected that radio patrols will be operating in these areas by the early summer.

This Argosy caravan, built by an associate of the Berkeley company, has a clean appearance, and its manufacturers claim that it can be towed by an Eight.



New Argosy Lightweight Caravan

AN associated company, known as Argosy Coachwork, Ltd., has been formed by Berkeley Coachwork, Ltd., the caravan manufacturers. The new company will run a factory at Hitchin, Hertfordshire, devoted entirely to assembling the Argosy Twelve, a new light caravan for four people that costs £179.

The modest price has been achieved by the use of "off-cuts" left over from the manufacture of the Berkeley range. In fact, the design of the Berkeley models has been slightly altered to make sure that the "off-cuts" can be used in the construction of the new Argosy. Normally such material would be scrapped. It is claimed for the Argosy Twelve that it can be towed by an Eight size of car.

Lighting Regulations Leaflet

TO assist motorists to interpret the rather complicated new regulations concerning vehicle rear lighting (described in *The Autocar* of April 16) the R.A.C. has prepared three leaflets setting out the requirements in detail as they apply (a) to cars and light goods vehicles (b) to motor cycles and (c) to caravans and other trailers. Copies can be obtained without charge from any R.A.C. county office or the club headquarters at 85, Pall Mall, London, S.W.1.

Hudson Deficit

THE Hudson company in America made a loss of nearly 10,500,000 dollars for 1953 after all charges and after a credit arising from tax carry-back provisions of the income tax law of nearly

8,000,000 dollars. This compares with a profit in 1952 of more than 8,000,000 dollars.

The loss was caused by numerous problems, among which was the inability of dealers to handle the expected volume of cars owing to a combination of widespread credit restrictions imposed by finance companies and overstocked markets.

Further Parking Bans?

PROHIBITION of parking on both sides of the road in London during peak hours, including loading and unloading at certain important intersections and on certain lengths of road, is under consideration by the Minister of Transport. "This drastic power, which the Minister has not yet had to exercise, may well have to be used on a larger scale than has been recommended," said Mr. Molson, the Parliamentary Secretary to the Ministry of Transport, in the House of Commons.

Mr. Molson agreed that the present unsatisfactory state of London traffic was daily growing worse. There was an increase in kerbside parking, which had risen according to survey from 50 per cent in 1951 to 75 per cent in 1953. The general traffic manners in London were shocking. Vans were frequently stopped in echelon to unload goods. The Minister was now discussing with the local authorities and the Metropolitan Police how far the restrictions on unilateral waiting, which he introduced as an experiment in January, 1953, and which had been working well, should be extended. The use of parking meters to provide money to build underground and overground parking garages was still under consideration. One-way streets may be more widely used.

NEW TORSIONAL VIBRATION DAMPER

THE problem of damping out the torsional vibrations which occur in the crankshafts of automobile engines is, of course, not a new one. A recent development in this field, however, which may well have far-reaching effects on the solution of the problem, is the introduction of what is known as the "fluid friction" type of damper.

The new damper has been made possible by the introduction into engineering applications of silicone fluids, which have the particular property that their viscosity is relatively unaffected by variations in temperature over a wide range. It has been produced in this country by Girling, Ltd., and follows a long period of development work commenced under licence from the Houdaille corpora-

tion in the U.S.A. Briefly, the construction of the fluid friction damper involves the use of a heavy flywheel ring loosely contained in an annular chamber in a flange bolted to the nose of the crankshaft; the ring is surrounded by silicone fluid of very high viscosity, and the resistance to shearing of this fluid film, together with the inertia of the flywheel member, provides the damping force.

Considerable claims are made for the superiority of the new damper over any previous types; at present, however, its production costs are likely to limit its applications in the field of touring-car production. It is illustrated and further described in the article on the damping of torsional vibrations which appears on pages 588-590 of this issue.

NEWS and VIEWS

continued

Solex Developments

ARRANGEMENTS have recently been made by Solex, Ltd. with E.R.A., Ltd., whereby the experimental facilities and knowledge of the technical staff of the latter firm are being made available to the Solex experimental department. The benefits of this arrangement will be almost wholly dedicated to the service offered to car manufacturers, and should prove of considerable advantage in this sphere.

The Solex company has recently introduced a number of special racing models of their carburettors; great interest has been shown, and excellent results obtained, but these developments will primarily be available to manufacturers. Official Solex "tune-up" kits will be supplied, where the demand exists, through Solex service stations. The supply of carburettors alone for racing or super-sports cars other than those covered by the above arrangements will be made only to or through firms equipped to do the bench testing and final setting which the manufacturers feel to be essential for successful operation.

Two Millionth Renault

THE Renault company of France has recently celebrated the completion of its 500,000th 4 c.v. car. Since 1898 the company, then owned by Louis Renault and now state owned and called Régie Nationale des Usines Renault, have produced almost two million vehicles—half of these since the last world war. To date, since that period, 990,000 have been sold—a fine achievement by a company that is not only the largest single car manufacturer in France but also claims to be the largest in Europe. The claim is backed up by a total output of 825

vehicles a day, 535 of these being the rear-engined 4 c.v. car.

The Paris factory at Billancourt has a total covered floor space of 320 acres, while the new factory at Flins—half an hour away by car and also very close to the Seine—has a further 250 acres under cover and is used to assemble the 2-litre Frégate and also some of the 4 c.v. cars. Rated among the most up to date plants in Europe, this new factory was laid out and brought into production in only one year, although further extensions are still being built.

Unlike some car manufacturers, Renault produce all the components for their vehicles with the exception of electrical equipment and including a proportion of tyres and tubes for the 4 c.v. and commercial vehicles.

Finnish Price Increases

A DECISION has been taken by the Government of Finland to increase the prices of certain foreign cars by as much as 44 per cent in some cases. But the effect should favour small British cars. The new regulations involve a duty on imported cars of 30 per cent if the weight of the car is less than 3,080lb and 100 per cent if the weight is above that figure.

Enlarging the Result

CAMERAS having become so much a part of touring motorists' equipment, it is of interest that an entirely new edition has been published of *Photographic Enlarging*, by David Charles, F.R.P.S. The information given is straight to the point and practical, and it is of real use to the amateur. The price is 6s (postage 6d), and the book is published by Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1.



TAG WITH A PURPOSE: Customers of Lex Garages, Ltd., London, are given a token embossed with identification details. When a purchase is made on credit from any branch, the assistant imprints the customer's name, address and account number on to an invoice from this token; thus it is impossible for an unauthorized person to use an account. The token can be used as a tab for car keys.

Car Ferry Badge

A NEW car badge has been introduced by Silver City Airways, which is intended to be a souvenir of the car ferry route to the Continent. It is of heavy gauge metal, chromium plated, and has a vitreous enamelled centre plate which symbolically represents aircraft above waves. The badges cost 19s 6d each and are available from the company at 11, Great Cumberland Place, London, W.1.

LIGHTWEIGHT FORD TEN: New Fibreglass Two-seater Sports Body

THE everyday problem of "adding lightness" to car bodies, especially those of sports cars, is under constant investigation. Lightness without strength is useless for this particular purpose and research into this combination has led to the development of Fibreglass products for use in the construction of parts of and complete car bodies.

One such body has been designed and produced by Bonglass Industries, Avenue Garage, Littlestone-on-Sea, Kent. It is

meant primarily for use on a standard Ford Ten commercial chassis. Fitted to such a chassis, which has been modified by lowering the steering column, replacing the standard radiator by a Morris Minor unit, and boxing in the chassis frame side members, the resulting body has an efficient appearance and an unladen weight of 11cwt for the car is claimed.

The body structure is moulded in two sections and consists of two layers of glass

fibre cloth bonded with polyester resin. No internal framework is employed and the sections bolt direct on to the chassis frame. The front section consists of radiator cowl, wings, wing valances and bulkhead, incorporating a battery box and fascia panel; the rear provides a smooth, sloping tail unit covering the fuel tank. The interior of the driving compartment is lined with leathercloth and on the car inspected, which had been submitted to some hard driving, there were no signs of cracking or gaps in the door openings.

Construction of the body is such that denting of the body panels by local loading appeared impossible, apart from hitting the wings or scuttle with a hammer. The external finish is very smooth and it is hoped that bodies may be supplied with any required colour impregnated in the material, which will obviate the necessity for painting. The finished product is claimed to be acid-, fire- and water-proof and, from tests on specimen pieces, appears to be extremely resistant to ill-usage.

The price of the open two-seater body shell for fitting to the Ford Ten chassis is £95. It is hoped that production will begin in the future of a clip-on "hard-top" to fit the production body.



The lines of the Fibreglass body by Bonglass Industries are particularly neat. The weight of the whole car is claimed to be only 11cwt.



*is where
you want it!*

*All over the country wise motorists and commercial
users know you get more Power for your money*

**The Standard Price Petrol with
the Anti-Knock Content**





More and more road users are noticing the difference between ordinary retreading and the "TYRESOLES" patented Tyre Reconditioning Process. They know, too, that "TYRESOLES" put new tyre mileage back into every tyre they treat.

Here are six reasons why "TYRESOLES" are different.

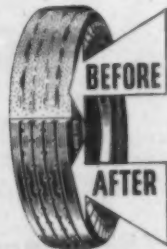
- 1 Your own tyre is individually inspected, treated by experienced craftsmen and returned to you.
- 2 No rubber is removed from the shoulders and sidewalls. The original flexibility and strength of the tyre is preserved.
- 3 No heat is applied to the shoulders or sidewalls. The heat is restricted to the crown to vulcanise the new tread to the original casing.
- 4 The deep ribbed "TYRESOLES" Tread becomes an integral part of the tyre as much as the first tread.
- 5 Every make and size of tyre is accurately treated without danger of distortion.
- 6 "TYRESOLES" are the only tyres with the tension tread—they are vulcanised the way they run, and they run the way they are vulcanised.

For reliability—refuse substitutes. Insist upon "TYRESOLES" by name. Every treated tyre has "TYRESOLES" and the works identification number branded on the tread.

TYRESOLES

REGISTERED TRADE MARK

Not just a retread



BUT THE PROVED PROCESS OF TYRE RECONDITIONING

OVER 40 "TYRESOLES" WORKS AND DEPOTS TO GIVE RAPID SERVICE TO YOUR LOCAL GARAGE

TYRESOLES LTD., PALACE OF ENGINEERING, WEMBLEY, MIDDLESEX.

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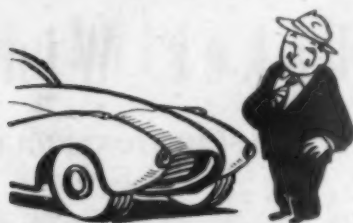
Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

Lamps

THE sharp noses of the Spyder-type of coachwork—the flying saucer styles—are leading to a problem in lamp sizes, about which a friend and I argued amicably the other day. My point was that, with a little precision as regards the optics, a head lamp should be able to be designed with a diameter no greater than that of a teacup. It should still be every bit as efficient as the common size of head lamp. He felt that I was asking too much and we began to sketch filaments in relation to reflector curves on the back of a menu. His main point was that there



Sharp noses.

must be a confused area ahead of the actual bulb glass in which the reflected rays were diffused by passing through the bulb glass, and that this area would be correspondingly bigger if the lamp were smaller.

I countered this by asking rhetorically if the lamp bulb needed to be as big as it is, or the shape that it is. After that the discussion became desultory because our knowledge of the subject was incomplete. My feeling that the bulb ought not to have a masking effect derives from admiration for the Aldis signalling lamp, which has a brilliant pencil beam of constant intensity which is a joy to watch as it flickers across the waters.

Conversion

IN only one respect can I be said to be a convert to hand signals. When I read that a local safety organization wished to standardize one for use at pedestrian crossings I heartily approved. It would be used by a driver who was stationary at a crossing to guard against an overtaking car striking pedestrians invisible behind the stopped car. Such a signal is very necessary. I do not know why one has not been authorized, although I suppose it might be argued that it would nullify the non-mandatory principle of all hand signals. I do not quite see why. The signal need not mean "Stop, there are pedestrians crossing in front of me," but just "There are pedestrians actually crossing ahead of me." One other danger exists—that

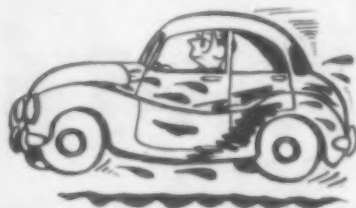
the pedestrian, seeing the signal, might feel adequately guarded, but we cannot provide for all contingencies. Many a motorist must have felt terrified (as I have) when a car becomes visible in the mirror just as the crossers step off the pavement in front of one). In fact, I have once or twice driven on to prevent the pedestrian from using the crossing rather than risk his walking out from behind my car only to be struck down by an overtaker.

Gauge v. Light

LATEST experiences cause me to come down very slightly in favour of the green warning light for oil pressure failure. I went into the service station the other day so that a new dynamo mounting plate could be fitted and the manager discovered that the capillary tube to the oil gauge had fractured and that the sump contents were getting low. As I had looked at the gauge not more than ten miles before and noted that the pressure was normal (about 50 lb per sq in) I wondered when the gauge would have begun to betray the trouble, and if it had done so but without my noticing it. I wondered also if a light would have begun to flicker by that time.

But what I was certain about was that, if the pressure had disappeared and a light had shone, I would have noticed it, whereas I cannot be quite sure that I would have noticed instantaneously a zero gauge reading.

A colleague was warned successfully of pressure failure by a green light, but equally he was warned of a choked full flow oil filter by a gauge, something, which the green light would not have achieved. It seems that, in the ideal, the reasonably intelligent driver could do with both light and gauge.



Getting low.

Off the Beat

THE sudden loneliness of minor roads at night always impresses me. One has been driving along a trunk road with the continuous flick-flick of the head lamps of others and the continual overtaking which any but the slowest drivers must do if they

are to get along. Then the turning is reached and the telegraph poles give place to the boles of trees, the undergrowth and the dim expanse of the field over the hedge. The road, for some reason or other, is always whiter and the head lamps seem correspondingly brighter. Where they previously picked up advertisements they now make a little sun of a buttercup or miniature head (or tail) lamps of the eyes of a rabbit. It seems in such conditions as if no one lives within miles of the road and the distant square of a cottage window, lit against the dark-



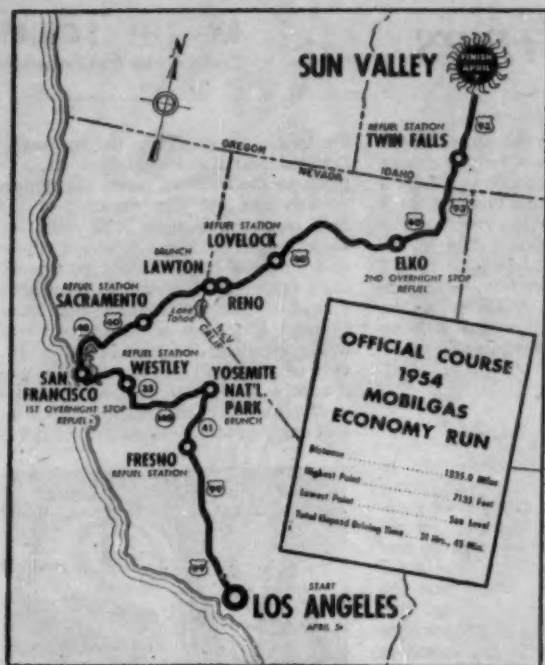
Loneliness.

ness without, is almost surprising. Is England then so crowded? one asks, but the same journey in daylight shows that it is, for, unnoticed in the night ride, the houses stood sentinel beyond their gardens on either side, and only the fact that their occupants had gone to bed led to their escaping notice.

Millstone Round His Neck?

SOME people keep pigeons, others paint or dig their gardens or do the hundred and one things that the male human can do to take his mind off business worries. A colleague talking to a friend of his found that this man got away from the daily grind by taking an active interest in old mills. Having found himself the owner of a farm, reconstruction of some buildings near a stream led to the unearthing of an old mill wheel and, of course, there was no alternative but to get the thing revolving once more. When the rotted and worm-eaten wood had been cut away, the remainder was found to be in an excellent state and so well seasoned that it was difficult to machine. All this has led to research amongst old books on the subject and it was revealed that a wheel in one mill produced 57 b.h.p. at 2½ r.p.m. What it would give if blown has not yet been worked out.

My colleague was also told that his friend was burning cylinder blocks and rocker boxes on his domestic fires. When this caused a raised eyebrow, it turned out that they were old wooden patterns of a now out-of-date engine.



Left: The route chosen for this year's run, from Los Angeles to Sun Valley, included more city driving than on previous occasions. The congestion in the large towns passed through, added to drivers' problems. Above: Dick Griffith, driver of the winning Studebaker, is on the left; looking quizzically at the impressive Trophy is L. E. Von Schultheis, who sponsored the winning car; Clarence Beesemeyer of General Petroleum; and Wilbur Shaw of Indianapolis fame are on the right.

Studebaker Wins

RECORD FUEL CONSUMPTION FIGURE

THE recent Mobilgas Economy Run was held over a telling route from Los Angeles, through Nevada to Sun Valley in the State of Idaho. The course included nearly 200 miles of heavy city traffic, long stretches of open highway and a stiff climb over the 7,000 feet high Donner Summit, where snow blizzards demanded the use of chains.

Of the twenty cars selected at random by American Automobile Association officials, a Studebaker V-eight Land Cruiser with standard transmission and overdrive, driven by Dick Griffith of Temple City, California, was the winner of the much-prized and magnificent Sweepstakes Trophy. This combination

averaged 60.84 ton-miles per gallon and 28.1 miles per U.S. gallon, or 33.85 per Imperial gallon. Studebakers figured prominently amongst the leading cars at the finish of the trial, a Champion and a Land Cruiser being the overall winners on alternate days of the run. The time taken for fitting snow chains to get over Donner Summit was also checked and a Studebaker Land Cruiser had them installed in 2m 2s.

The Sweepstakes title in the Economy Run goes to the car, regardless of classification, that attains the highest ton-mile-per gallon figure. To determine this rating, the weight of the car and its occupants is multiplied by the mileage covered; this

figure is then divided by the gallons of petrol used.

A Dodge Royal V-eight, also fitted with standard transmission and overdrive, driven by Danny Eames of Manhattan Beach, California, was a serious rival to the Studebaker, and occupied second place in the Sweepstakes with 58.04 ton-miles per gallon and 25.39 actual miles per U.S. gallon. Winner and only entrant in the low price class with automatic transmission was a Hudson Jet-Liner, which recorded a consumption figure of 21.63 m.p.g. Oldsmobile won the low-medium price class with 19.75 m.p.g., and in the high price class a Lincoln Capri saloon, driven by Clay Smith of Long Beach, California, beat two Chryslers and registered 19.75 m.p.g. also.

The run, which was sponsored by General Petroleum Corporation and supervised by the American Automobile Association, was designed to show the average motorist just how economical his own car could be. The route covered in 1954 was selected because it most nearly represents all of the road, temperature and altitude conditions which the average American motorist experiences during a year's motoring.

Contributions to Design

R. L. Winckler, President of General Petroleum Corporation, said it was felt that the Runs have made sound contributions to design and operation of motor vehicles, and certainly this year's event, as in the past, aroused great interest in the United States. The contestants were started at midnight from the floodlit streets of Los Angeles by Mr. J. C. Agajanian. The first section of the route finished at San Francisco, 554 miles away, having climbed over the Sierra Nevada Range through the Yosemite National Park. From San Francisco the next section climbed up to 7,000 feet amid the snow of Donner Summit and into the State of Nevada, where the stop was at Elko, described as "the only real cow town left



The class winners and their drivers line up at the finish, Griffith's Studebaker being third from the right.

in the West." The following morning the convoy headed towards the finish at Sun Valley, Idaho, and the remaining 248 miles were scheduled to be covered in six hours of driving time.

Here the drivers and crews, which included official observers of the American Automobile Association, who were carried to ensure that the rules were strictly observed and state traffic regulations adhered to, were given a civic reception.

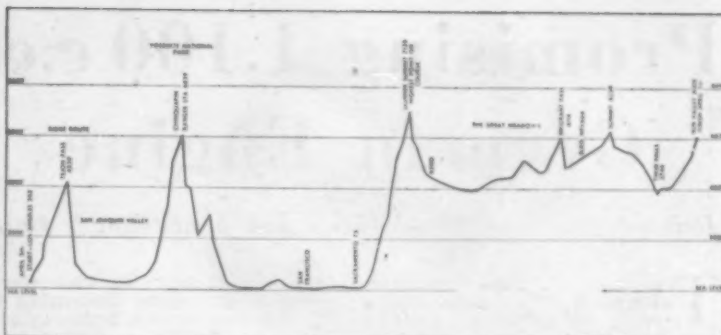
RESULTS

Class A (\$1,500 to \$2,050, standard and overdrive) Studebaker Champion Custom driven by Dick Johnson; entered by L. A. Studebaker Metropolitan Dealers' Association; 56,513 ton-miles-per-gallon; 29,586 actual miles per gallon.

Class B (\$1,500 to \$2,050, automatic drive) Hudson Jet-Liner driven by Lee Hamer; entered by Hamer Motors, San Fernando; 43,124 ton-miles-per-gallon; 21,652 actual miles per gallon.

Class C (\$2,051 to \$2,400, standard and overdrive) Dodge Royal V-8 driven by Danny James; entered by L. A. Area Dodge Dealers' Association, Wilmington; 58,045 ton-miles-per-gallon; 25,397 actual miles per gallon.

Class D (\$2,401 to \$2,400, automatic drive) Oldsmobile Super 88 driven by Willard McCarthy; entered by DeBell Auto Enterprises, Los Angeles; 49,712 ton-miles-per-gallon; 19,756 actual miles per gallon.



From sea-level to over 7,000 feet amid snow and ice, the route of this year's Economy Run covered many varied miles in contouring as well as surface and route conditions as summarized, regarding the contours, by this altitude range chart.

Mobilgas Economy Run

OF 33.85 m.p.g. IN THIS YEAR'S 1,335-MILE EVENT

Class E (\$2,401 to \$3,000, standard and overdrive) Studebaker Land Cruiser driven by Dick Griffith; entered by Paramount Motors, Inc., San Francisco; 60,465 ton-miles-per-gallon; 28,104 actual miles per gallon.

Class F (\$2,401 to \$3,000, automatic drive) Studebaker Land Cruiser driven by Robert Donkin; entered by Don Rasmussen Co., Portland, Ore.; 53,942 ton-miles-per-gallon; 24,575 actual miles per gallon.

Class G (\$3,001 to \$5,000, automatic drive) Lincoln Capri driven by Clay Smith; entered by L. A. District Lincoln-Mercury Dealers' Association; 52,894 ton-miles-per-gallon; 19,754 actual miles per gallon.

An interesting point in this economy competition is the division of cars into classes by price, and the further, subdivision of cars in the same price class into those with mechanical gear boxes and those with automatic transmissions. The ton-miles figures in the results clearly show why they are so separated. Overdrive is, of course, common to both types of transmission; but, besides possible

drive losses, an automatic transmission may hinder, or prevent, a driver hanging on to a high gear on hills.

This year's event was longer than the 1953 Economy Run and the route was tougher, although the highest point on the road covered was below that of the previous event. Considering the conditions and the average speed involved, the fact that no accidents occurred is worthy of mention. Weather conditions were very mixed, a lot of rain, with some fog and snow on the high ground all adding to the drivers' difficulties. There were no retirements.

Les Viland, last year's winner of the Sweepstakes Trophy, was second in the low price class for cars with standard transmission and overdrive, again driving a Ford Mainline. He averaged 26.16 miles

per U.S. gallon, as against his figure of 27.03 in 1953. The average speed in this year's event was logged by A.A.A. officials to be 41.10 miles per hour, which is three miles per hour slower than last year's average.

Comparisons with last year's figures make interesting reading in view of the fact that it was thought that the limit had been reached in economy driving; but, by careful tuning and extreme care in throttle control, Griffith produced the best ever consumption figure.

There have now been five of these Mobilgas Economy Runs since the war, sponsored by the General Petroleum Corporation and a greater entry list is expected for 1955 in view of the great public interest in this event.

Year	No. of Cars	m.p.h.	m.p.g. (Imperial)	Ton-m.p.g. (U.S.)
1950	31	41.47	27.174	50.29
1951	32	40.60	28.781	53.42
1952	25	40.70	26.471	49.99
1953	25	44.71	26.820	48.620
1954	20	41.1001	26.237	49.884

The first car to leave Los Angeles was this Nash Ambassador. Huge crowds stayed up all night to see the start.



Promising 1,100 c.c. German Engine

Heinkel Range of Two-, Three- and Four-cylinder Units

THE extremely high cost of tooling for big production has forced many a small manufacturer to look for proprietary engines and other components obtainable from specialist makers, usually at a fraction of the amount the same components would cost if designed, developed and produced by themselves. Such a trend is not only apparent in Britain, where many car makers are truly assemblers, but it is on the increase also in Germany, where—besides the big concerns—lesser factories are producing vehicles at competitive prices. But whereas the purchase of proprietary gears, axles and brakes is more or less common practice with automobile manufacturers in Germany, production of proprietary engines is a comparatively new branch.

Besides the I.L.O. company at Pinneberg, near Hamburg, a company specializing in two-stroke engines of various sizes, there is but one other maker of proprietary engines intended for automobile use—the Ernst Heinkel Aktiengesellschaft, at Stuttgart-Zuffenhausen.

Very Small Engines

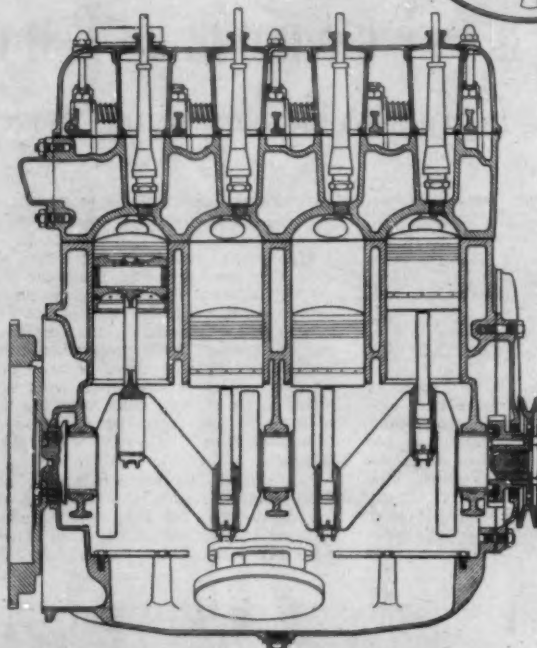
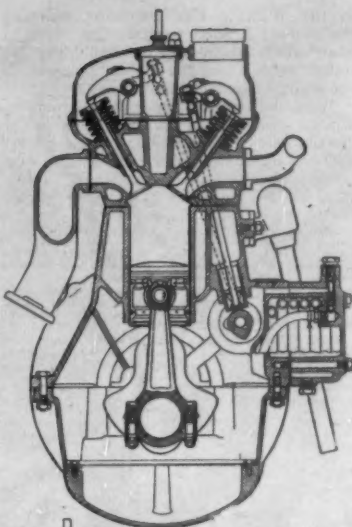
The smallest in the range of Heinkel engines is an air-cooled single-cylinder unit of 150 c.c. intended for motor-scooters and stationary purposes. Unusually for such a small engine, it is working on the four-stroke principle and has overhead valves and cooling by a ducted centrifugal fan. Next in size are two twin-cylinder two-stroke engines, the He-450 and He-458. The bore and stroke of these engines are identical (62 and 66 mm respectively), as is, of course, the swept volume of 398 c.c. Both engines give 15 b.h.p. at 4,000 r.p.m., but whereas the 450 is intended for transverse mounting in an inclined position, the 458 is designed for longitudinal fitting, either with front-wheel drive or as a rear engine. In the latter form it is used in the small Champion coupé produced by the Rheinische Automobil Werke, of Ludwigshafen.

There are several differences between the types. A dynamo-cum-starter unit is fitted directly to the crankshaft end on the 458, whereas the 450 has a separate dynamo and starter, the latter working on the geared ring of an external but encased flywheel.

The next larger, the Type 453, is of special interest as it is a two-stroke engine with three cylinders in line. Water-cooled like the smaller twins, this engine has a swept volume of 677 c.c. It is "square," bore and stroke being identical with 66 mm. Unlike the twin engines, the 453 has a normal distributor driven by skew gears from a crankshaft end, which also carries a pulley for the belt drive of auxiliaries like dynamo and fan. The rear end of the crankshaft carries a flywheel and the crankcase is flanged to take the bell housing of the clutch. This engine, which is at present standard in the Tempo one-ton truck and light bus, develops 26 b.h.p. at 4,500 r.p.m. In the vehicle mentioned it is mounted behind the

front axle and drives the front wheels.

The Heinkel engine commanding by far the greatest interest is the four-cylinder four-stroke He-410, a high-efficiency power unit of 1,092 c.c. Although this engine is at present used only in the Tempo Matador 1.4-ton truck and bus, it would no doubt, with certain alterations, be suitable even for cars of the sporting variety. With a bore of 70 and a stroke of 71 mm the 410 has almost square dimensions. With a compression



Side and end views of the Heinkel 410 engine, the 1.1-litre that would seem to have the best possibilities for car use. This has a fairly high side camshaft with long push-rods operating the overhead valves. Combustion chambers are hemispherical. A compression ratio of 6.7 to 1 has given up to 40 b.h.p. at 3,400 r.p.m.

ratio of 6.7 to 1 it originally gave 34 b.h.p. at 3,400 r.p.m., but, more recently, improved versions are said to produce around 40 b.h.p. in normal trim with a single carburettor.

The counterbalanced crankshaft of the 410 runs in three thin-shell bearings. Full skirt alloy pistons carry three compression rings and a scraper for oil control. The gudgeon pin is of the fully floating type retained by circlips. Water jacketing of the cylinders reaches down below the line occupied by the gudgeon pins at bottom dead centre. The camshaft is carried fairly high and is driven by a train of gears. It carries the drive for the ignition distributor and the oil pump in its centre. Hollow tappets bear on the cams and the inclined valves are actuated by push-rods of different length, rather in the manner found on the Armstrong Siddeley Sapphire engine, the French Peugeot and others noted for their high efficiency. There are double helical valve springs and the valve guides are unusually long.

The sparking plugs are inserted to their central position in the hemispherical cylinder heads through tubular ducts cast integrally into the rocker cover and cylinder head. The engine has a full-flow oil filter, a rather unusual feature with present day German engines. Auxiliaries like the dynamo and the centrifugal water pump are belt-driven from a pulley on the crankshaft. The gear-type oil pump is driven from an extension of the distributor shaft, and the fuel pump directly from the camshaft. The cast alloy sump holds just one gallon of lubricant. A breather, connected to an external pipe, is fitted to the tappet gallery.

As fitted to the Tempo truck, the Heinkel 410 is fitted with a Solex 32 PBJ downdraught carburettor. The electric equipment is Bosch 6-volt and the engine drives the front wheels through a four-speed gear box. From this the drive is passed back to a centrally mounted differential and via universal joints to the front wheels.

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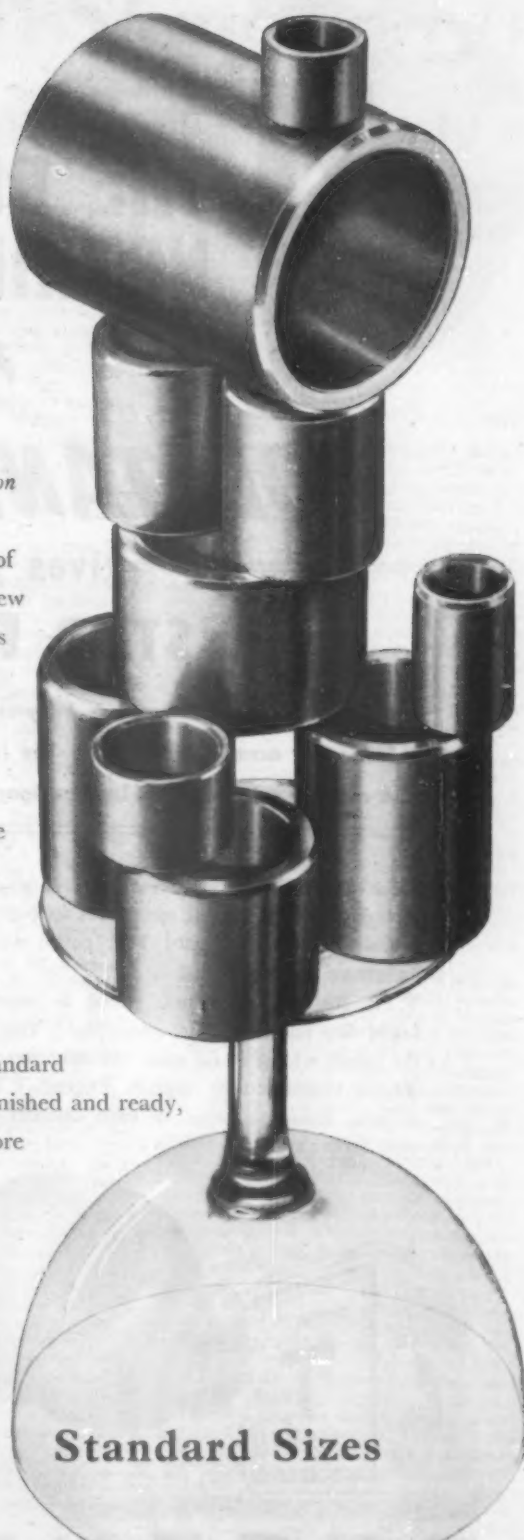
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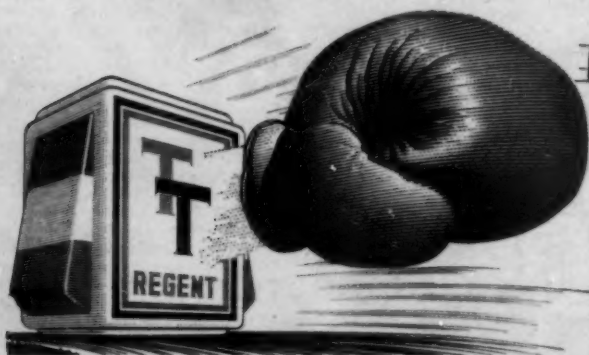
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Turin a "Live" Show

Famous Italian Manufacturers introduce new models of enhanced performance: Fiat disclose their experimental turbine car: Coachbuilders assist in the quest for speed combined with economy

MAIN interest of the Italian automobile exhibition at Turin (April 21-May 2) undoubtedly lies in the new models announced by Fiat, Lancia and Alfa Romeo. An important late addition was the Fiat experimental turbine car. The secondary interest is found in the efforts of the body designers and specialist coachbuilders to improve performance by reducing drag and weight.

The *Salone dell'Automobile* was opened by the President of the Italian Republic and it not only upholds its international character—the products of eleven nations being shown—but also demonstrates the progressive spirit which animates the home industry. It emphasizes, too, the reputation which Italian coachbuilders have built up during the past few years for the attractiveness of their styling, for Italian bodies are featured for a number of British and American cars apart from those which have for some time acknowledged Italian influence.

Romeo and Juliet

Pride of place amongst the new models must be accorded to the new small Alfa Romeo, christened the Giulietta 1300 Sprint. The anglicized form of the name is, of course, Juliet, and there is a new Romeo, too, this being the name given to another new Alfa model, available as a camping car on nine-seater lines, and evidently intended to compete with the similar form of the Volkswagen. The Giulietta Sprint coupé is, moreover, the forerunner of a series saloon model to the same general specification. It enters a new field of activity for Alfa Romeo, which as a make has hitherto been confined to the high-performance class of medium size represented by the well-known 1900 model.

In specification the Giulietta is in the true Alfa Romeo tradition, having a twin camshaft overhead valve engine of 74 x 75 mm bore and stroke (1,290 c.c.), with which a dry-plate clutch and four-speed all-synchromesh gear box form a unit. A two-piece propeller-shaft with intermediate bearing transmits the power to the hypoid bevel final drive of 4.55 to 1 ratio, and the rear axle casing is located by radius

rods at each side and by a central triangulated member, the suspension being by coil springs and telescopic hydraulic dampers. The front independent suspension is by superimposed wishbone links and coil springs set with their axes inclined inwards.

The brakes are hydraulic, with two leading shoes at the front. Bi-metal drums of large diameter are used, as on the 1900 TI, and the front drums carry numerous helicoidal fins for the better dissipation of heat. The disc wheels also are pierced to allow air to circulate freely over the drums.

In appearance, too, the car is a true Alfa, with a smaller replica of the shield-shaped grille. The body is of aerodynamic design and is built by Bertone and finished by Ghia. It is a sports two-seater coupé with space behind the seats for luggage. There is also a luggage compartment in the long sloping tail, the whole of the tail panel complete with large rear window opening up on a side hinge. A handle in the trim panel on the right-hand side controls the opening of the tail, so that luggage is secure when the car is left with locked doors.

Curved windscreen and rear window give excellent visibility. The door windows have winders and the quarter windows open for ventilation. A large parcel shelf is formed behind the bulkhead of the luggage platform. Instruments are grouped in three dials beneath a single cowl to prevent reflections, and include a rev counter.

In view of the low drag of the body design, and the fact that the power output is 65 b.h.p. at 6,000 r.p.m. one feels able to accept the claimed performance of 160 k.p.h. or 100 m.p.h. It is also understandable why such attention has been paid to the brake cooling. As the weight is less than 16 cwt it may be expected that the acceleration will be decidedly brisk. The car's track is 4ft 2in and wheelbase 7ft 9in.

The new Romeo is interesting as a camping or estate car, because it is available with the same engine or alternatively with a two-cylinder vertical supercharged diesel two-stroke engine of 85 x 102 mm bore and stroke (1,158 c.c.), developing 30

The President of the Republic, Signor Einaudi, who opened the Show.



b.h.p. at 2,800 r.p.m., which is built under List licence.

Modifications in other Alfa Romeo models have also been made, the 1900 becoming the 1900 Super and the engine size being slightly increased from 1,884 to 1,975 c.c., with other minor alterations, resulting in increased power, particularly at the lower end. The bore and stroke are now 84.50 x 88 mm, and with a compression ratio of 7.5 to 1 the output is 90 b.h.p. at 5,200 r.p.m. Improvements in the coachwork make for increased comfort; the fascia is restyled with hooded instruments in front of the driver, a larger rear window is fitted, and the capacity of the luggage locker has been increased. Finned front brake drums are also fitted, as on the Giulietta.

The Super Sprint has also received minor modifications, and the 1,975 c.c. engine with a compression ratio of 8 to 1 gives 115 b.h.p. at 5,500 r.p.m. A five-speed, all indirect, gear box is fitted. A slight lowering of the front has resulted in decreased wind resistance and the maximum speed is given as 200 k.p.h. or about 126 m.p.h.

Improved Fiats

Pride of place on the Fiat stand is given to the 1100 Familiare or estate wagon, which made its debut at Geneva in March, but improved and more powerful editions of the well-established 1400 and 1900 are the 1400A and 1900A. The 1400A engine has a new cylinder head, higher compression ratio, new inlet manifold and twin-choke carburettor, all of which combine to give an increase of over 10 per cent in output to 50 b.h.p. Similarly, for the 1900A, with the same modifications and a new camshaft, a 15 per cent increase in power is claimed. Body alterations common to both cars include a new radiator grille, restyled rear wings, a larger rear window, more comfortable seating and improved finish.

The recently introduced 1100 T.V. Road Test of this model appeared in *The Autocar* of April 2), has met with an enthusiastic reception and in addition to the standard model there are many special versions exhibited by coachbuilders. Vignale, for example, strikes a novel note by applying a wooden moulding about 1½ in deep, which runs from the front wings right round the car. A transparent roof panel and an immense rear window are other features of interest.

The Justicialista is shown with a plastic, detachable "hard-top" coupé body.



Turin a "Live" Show— —continued



A traditional "radiator" set in a modern grille—a Ghia version of the 2-litre Alfa Romeo. Particularly striking use has been made of the two-colour finish.

Minor sensation of the Show was the arrival on the Saturday of the Fiat turbine car, which is purely experimental and which had been on the road only for a few days. A two-stage centrifugal turbine is coupled to a two-stage centrifugal compressor, while the driving unit is a single-stage turbine from which power is taken through reduction gears, nearly 200 b.h.p. being developed at 22,000 r.p.m. The temperature of the gases entering the two-stage turbine is about 800 degrees C. No heat exchanger is as yet fitted.

Rear Engine

The power unit is at the rear of the car; air enters an aperture at the front and passes through a duct or tunnel to the compressor. Exhaust is through a large-diameter conduit at the rear. A tubular chassis frame combines stiffness with lightness and the four wheels are independently sprung by coil springs in oil-filled light alloy casings and with wishbone links.

The two-seater coupé body is the result of wind tunnel tests to obtain the lowest possible drag coefficient, and the rear part, which encloses the power plant, is detachable. In a demonstration of the car's capabilities a speed of 215 k.p.h. (135 m.p.h.) was attained, but a speed of 250 k.p.h. (157 m.p.h.) is expected when the car is *au point*. The characteristic turbine whine was obvious.

Another Fiat late introduction was an 8V with a plastic body. This again is purely experimental, and is the first step in a study of the possibilities of the material. An inner steel skeleton forms the stressed body structure and is clad with an outer shell which is thus relieved of stresses. The shell is of woven glass fibre impregnated with polyester resins, there being two layers of glass fibre with a layer of glass felt between them; the thickness is a uniform 3 mm. The weight of the plastic body is 106½ lb.

Lancia introduced the second series of the Aurelia, which incorporates a slightly larger and more powerful version of the 60-degree V-six engine, the bore being increased from 72 to 75 mm and the stroke from 81.5 to 85.5 mm (2,266 c.c.). With a compression ratio of 7.4 to 1 the output is 87 b.h.p. at 4,300 r.p.m. and the maximum torque 117.5 lb ft at 2,900 r.p.m.

Another important change is in the rear axle and suspension layout; the clutch, gear box and final drive unit, with brake drums and swinging half-shafts, remain

unaltered, but a de Dion type axle is now used and carries half-elliptic springs. A Panhard rod and telescopic dampers inclined forwards locate the axle. The Grand Turismo model has the same rear end layout and the engine remains as formerly at 2,451 c.c., the bore and stroke being 78 x 85.5 mm. With 8 to 1 compression the output is 118 b.h.p. at 5,000 r.p.m. Detail coachwork alterations include a bolder front wing treatment with traffic and indicator lamps of larger size set below the built-in head lamps, improved rear wings and a larger luggage locker.

The Lancia Appia remains unaltered and is proving to be popular in its class.

Another car with plastic coachwork is the I.A.M.E. Justicialista from Argentina, making its European debut. This is powered by a 1,488 c.c. Volkswagen-based engine and the three-seater coupé body is of typical hard-top design. A novel feature is that the hard top is detachable, being secured by four spigots round the back rail and at two points to the wind-screen frame.

Bertone's Bat

Of the many displays by specialist coachbuilders—of which there are 22—the Bertone collection is most striking for its originality. The B.A.T.5 shown a year ago, and described in *The Autocar* of June 26, 1953, has been followed by the B.A.T.7. This also is on an Alfa Romeo 1900 Sprint Super chassis and it has the same general lines as those of the previous model, with detail modifications aimed at obtaining even less disturbance of the air. The front is slightly lower and the head lamps no longer disappear into the wings but hinge upwards into the top of the frontal air opening to the radiator.

A four-seater Bertone saloon Fiat 1100 T.V. of aerodynamic design with fins on the rear wings is not only attractive in appearance but also has a maximum speed stated to be 150 k.p.h. instead of the normal 135 k.p.h. of the series saloon, the increase being owed entirely to the body design by Franco Scaglione, a young engineer and stylist who co-operates with the Bertone concern. An Anglo-Italian effort is the Bertone Arnolt Bristol sports two-seater, similar to the car shown at Earls Court last October but improved in detail. The concave wing surfaces behind the front and rear wheels are of polished stainless steel in order to withstand the sand blasting effect of road grit at speed.

There was an interesting preview at

Turin of the Storm Z-250, an American sports car with a Bertone body and a Dodge V-eight 4-litre engine, modified to give a claimed output of 250 b.h.p. It is a product of the Sports Car Development Corporation of Detroit, whose president is F. R. Zeder II, and is a two-seater coupé with a luggage platform behind the seats as well as a tail locker. Head, traffic and indicator lamps are recessed in a vertical panel in front of the wing tips.

Another Italo-American product is the Hudson Italia two-seater coupé. The Hudson chassis is sent from the U.S. to Carrozzeria Touring, who build the Superleggera body, the complete vehicle then being shipped to the U.S. Features are air inlets over the head lamps to cool the front brakes and tyres, and in front of the rear wings for the benefit of the rear brakes.

Ghia also features an Italo-American product, the bright scarlet Adventurer II De Soto. In the centre of this very long car are two seats, with a platform for luggage behind them, for it is a two-seater coupé. Front and rear ends of the wings are of circular section, and carry the head lamps, and the rear and brake lamps respectively. An Alfa Romeo 1900 Super coupé, in this coachbuilders' display, has a broad white band down the blue bonnet top and a corresponding blue band over the white roof top.

Farina's Best

Of the Pinin Farina exhibits, the Continental Bentley stands out for its beautiful, simple lines. It is finished in a metallic silver grey relieved by red leather upholstery, the fascia also being leather-covered to avoid reflections. The wing line is carried through from front to rear and fins appear on the rear wings. As on practically all the fast cars, the wheels are left exposed.

Monviso display a novelty, a Fiat 1100 T.V. two-seater with an entirely transparent top of glass and plastic. The portion over the seats is divided on the longitudinal centre line, and each side hinges up to give access to the seats. Behind this is a one-piece fixed portion, followed by the tail portion, which also hinges up from the rear to give access to the luggage compartment.

All the many special bodies cannot be dealt with in detail, as will be understood from, for instance, the fact that the Fiat is chosen to show their wares by Fissore, Coriasco, Colli, Accossato, Lombardi, Frua, Stanguellini, Allemano, Viotti and Boneschi. But it can be said that aerodynamic lines, fins on rear wings, curved windcreens, large curved rear windows, and push-button door handles are commonly found features.

By contrast with the fine lines of the much smaller European cars the latest U.S. productions appear tremendous, overpowering, even, in some cases, flamboyant. Their massive bumpers and overriders present immense areas of chromium surface, and pseudo-heraldic emblems appear even on rear wings as well as at front and rear.

The new Alfa Romeo Giulietta, small, sleek, simple in line, is the very antithesis of the huge and impressive U.S. product. The British cars, which are well represented, form a happy medium.

**Turin a
"Live" Show:
continued**



The new 1,290 c.c. Alfa Romeo Giulietta Sprint was introduced at the show with attractive sports coachwork.



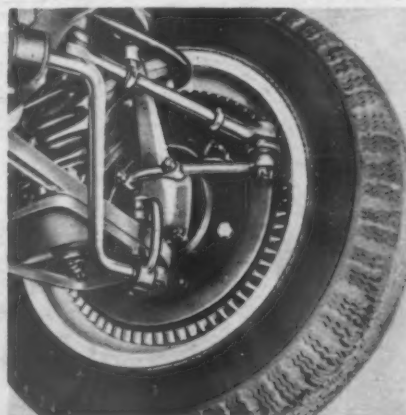
The fine display of Austin and Austin-Healey on merged stands.



A five-speed gear box, a fluid coupling and built-in twin fog lamps are features of the new Fiat 1900A, a new version of the proved 1900 model. There is also a 1400A.

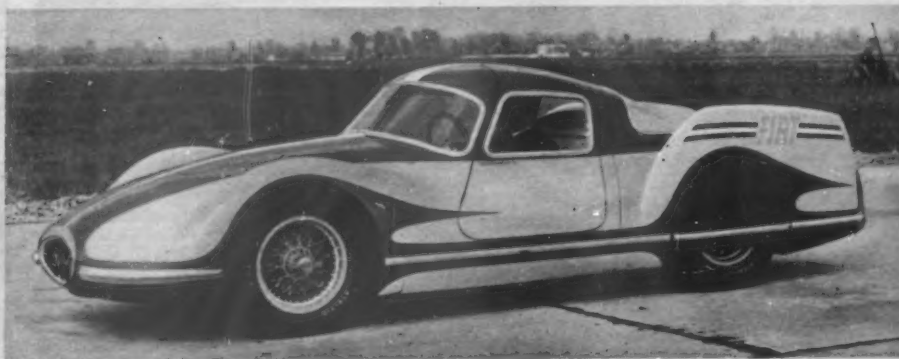
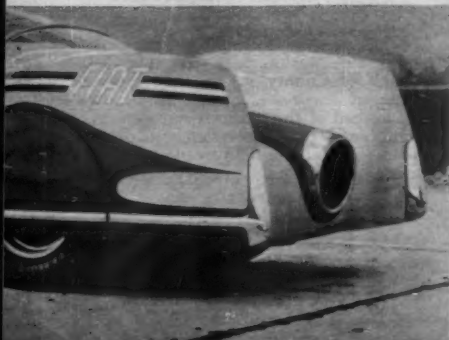


Left: The little Panther has a 480 c.c. twin-cylinder diesel engine.



Right: Helicoidal ventilating fins on a front brake drum of the new Alfa Romeo Giulietta.

Fiat's rear-engined gas turbine car, with a detail view of the large exhaust outlet and the stabilizer fins.





The winner's Dellow makes smart work of the manoeuvring test at Bangor at the end of the Circuit of Ireland Trial.

Dellow Victorious in Circuit

NORTHERN IRELAND DRIVERS SHOW SUPERIORITY IN

THIS year there were again two starting points in the Ulster Automobile Club's Circuit of Ireland Trial and around midnight on Good Friday 110 competitors started from Belfast and shortly after that time the 70 entries from Dublin set off from

Dublin Airport, the two contingents meeting at Dundalk, the first check point.

Very shortly came a shock for the competitors, for the navigation test was suddenly sprung on them instead of, as universally expected, being held in County Kerry on the Sunday run, and many of

them found it difficult to settle down to the serious business so early in the rally, particularly those unwise characters who, expecting a main road run to Athlone, had brought no half-inch maps of the district. The terrain chosen was ideal for the purpose, for there can hardly be more roads and lanes crammed into a small area in any other part of the country. Three checks had to be visited in order (with dummy ones to confuse the issue) and follow-my-leader tactics were obviated by the issue of three different route cards, each giving the checks to be visited in different order. Many were the marks lost here, both for missing checks and for being late at the finish; it is believed that over half the entry were penalized, many heavily.

Corkscrew Test

The end of this test, at Virginia, Co. Cavan, was right off the direct route and carefully prepared route cards were made useless. However, the run through the night to Athlone and Sligo, on the west coast, went off uneventfully. After the

Sligo control the route ran through Westport, Co. Mayo, and Galway to Lisdounvarna, Co. Clare, where the second test, a timed climb of the Corkscrew Hill, was held.

Fastest was Michael Kinnear (Jaguar XK120), but soon after he had to retire with mechanical trouble, as did S. O'Flaherty (1,488 Porsche), who had transmission trouble after making best time in his class. Best times in the four classes were:

Class 1 (1,500 c.c. and over): R. E. Newell (D.E.W.), 85.2; D. Archibald (Austin A.30), 87.8; A. Hutchinson (Wolseley), 88.4.
Class 2 (1,200 c.c. and over): S. O'Flaherty (Porsche), 80.0; M. O. Hogan (Ford New Anglia), and P. B. Hopkirk (Volkswagen), 84.6.
Class 3 (Unlimited c.c. and over): Dr. J. D. Kestley (Sunbeam-Talbot), 82.4; Dr. G. W. Houston (Sunbeam-Talbot), 82.5; J. P. Robinson (Vauxhall Velox), 85.6.
Class 4 (Sports cars): R. M. Kinnear (Jaguar XK120), 70.6; D. S. Done (Triumph TR2), 71.8; R. Dickson (Triumph TR2), 73.0.

The day's run of nearly 440 miles concluded in Killarney without much further incident, except for the unfortunate Dr. B. O'Kane (Austin A.40), who struck a fence seven miles from Killarney and had to retire. Seven competitors in all did not check in here. The leaders at this stage were: Class 1—Newell, 85.2 marks lost; R. J. Adams (Austin A.30), 89; J. C. Millard (A.30), 89.6. Class 2—Hogan, 84.6; Hopkirk, 84.8; R. McKinney (Volkswagen), 85. Class 3—Kestley, 82.4; Houston, 83.2; Robinson, 83.6. Class 4—Done, 71.8; Dickson, 72; A. C. L. Mills (Triumph TR2), 73.6.

Kerry Sunday

Sunday's run was a mere 160 miles in the wilds of County Kerry, and very wild some of them were, too; in wet weather, instead of the glorious summer-like conditions that prevailed, it is doubtful if some of the field would have got through, notably the crossing of



The test outside Killarney was a tricky one by any standards, as can be guessed from this picture of Brian McCaldin's Alinx negotiating the pylons.

of Ireland

ULSTER A.C. EVENT

Windy Gap east of Glenbeigh by a track not normally used for traffic. Some of the steep, loose-surfaced hairpins required a reverse for some cars, and the time factor was tight.

Test three was a backwards and forwards affair at a narrow T-junction near Waterville, made effectively narrower by two pylons, and was a tight fit for the big cars. Best performances were made by: Class 1—J. Wilson (A.30); J. Taylor (A.30); J. Moffitt (A.30). Class 2—C. E. Robb (Ford New Anglia); W. T. Todd (Ford New Anglia); P. H. S. Newel (Ford New Anglia). Class 3—Dr. Kestley; Dr. Houston; C. A. Odhum (Vauxhall Velox). Class 4—W. J. Glover (Dellow); S. T. Armstrong (M.G.); W. R. Chambers (M.G.).

Class Leaders

At the end of the day R. Dickson (Triumph TR2) led the field with a loss of 99.6 marks, followed by W. J. Glover (Dellow) 102.8, Cecil Vard (M.G. TF) and F. E. A. Bigger (Jaguar XK120) 105.6, A. C. L. Mills (Triumph TR2) 106.2 and Dr. B. O'Hara (Triumph TR2) 107.8.

All these were in the sports car class; the leaders in the saloon classes were: Class 1—Adams 112.8; E. T. McMillen (A.30) 119; Moffitt 120. Class 2—Todd 113.2; Hogan 116; H. Newenham (Ford New Anglia) 117.2. Class 3—Kestley 116; Houston 138.6 (lost 20 marks at a check after being held back by a slower car and then holing his sump); Robinson 142.

Easter Monday's run was back to Belfast via Carlisle, Ashford (Co. Wicklow), Naas (Co. Kildare) and Castleblayney, with tests at Ballymacroe Hill, near Ashford, and near Belfast. The former was on a steep gradient with loose surface and involved a forwards, reverse

and forward between barriers on a bend, the reverse being uphill. Stopping suddenly on the steep gradient caused a fair amount of carburettor flooding and many were the engines that stalled, with consequent ill effects on the times. The open cars seemed to have less trouble than the saloons and particularly good performances were made by Glover (Dellow), Vard (M.G.) and W. R. Chambers (M.G.). Dickson (Triumph), who had been leading the field to this point, dropped to obscurity as the result of incurring a maximum penalty for doing the test incorrectly—possibly proving, once again, that it pays to read the regulations.

Channel Dash

The test near Belfast, at Maghaberry airfield, was a straightaway dash through an awkwardly curved channel lined with cans which there was a heavy penalty for striking. Best performance here was made by M. Mooney (Austin A.30) and next best were A. D. Malcolm (Morris Minor), L. Carter (Volkswagen) and H. Newenham (Ford New Anglia). Best in Class 3 was L. Henderson (Citroen) and best of the open cars N. E. Gleeson's M.G. This test, however, did not make a great deal of difference to the results except to improve considerably Newenham's position in Class 1.

After spending the night in the park (farm) there was a very small mileage to be covered on Tuesday, which was, however, a busy day, for competitors first went to Kirkistown airfield for a three-

There was a great gathering of cars outside Killarney. The first car is W. Todd's Ford Anglia, eventually to figure as a class winner.

Corkscrew Hill, in County Clare, was again a timed climb in the Circuit of Ireland Trial. Dennis Done and B. Davies are taking the second hairpin in the Triumph TR2.



DELOW VICTORIOUS IN CIRCUIT OF IRELAND : continued

lap speed test over an oval circuit containing one sharp corner and afterwards to the finish at Bangor, where two more tests were held. Best performance over the three laps was made by F. E. A. Bigger (Jaguar XK120) who took 4m 34s. Penalties were at the rate of 1 mark for every 5 sec occupied, so that Bigger's penalty was 55 marks and the next fastest driver, who incurred a similar penalty, was D. S. Done (Triumph), while A. C. L. Mills in another Triumph was third, losing 56 marks.

Finale

Fastest of the saloon cars was S. Pentland's 1911 Citroen (63 marks), followed by M. R. McGown (1911 Citroen) and B. Nelson (Ford Zephyr), who both lost 64. E. J. Wilkinson (M.G. Magnette) was best in the 1,600 saloon class with a loss of 66 marks, while C. Hogan (Ford New Anglia) lost 67. The 896 D.K.W.s of R. Newell and W. Hennessy went very fast, as expected, losing only 68 and 69 marks; but a major surprise was that they were beaten in their class by D. W. Archibald in an Austin A30, who drove to the very limits of safety and beat them by one mark. In Bangor there was a three-bay parking test with the choice of rotation left to competitors, and in this a particularly neat performance was made by R. J. Wood-Martin (M.G.); Cecil Vard (M.G.) was nearly as good, both sliding their cars around into perfect positions for parking without any loss of time. The final test was braking in a curved channel with a premium on speed of approach.



Dr. E. S. Dorman (M.G.) is likely to remember Killarney's lakes and fells in the Circuit of Ireland Trial this year because of an unfortunate encounter in the district. Here he is straightening out sheet metalware.

The English-entered Triumphs, after a very promising start, gradually dropped well out of the picture and for the second year in succession the trial was won by a Delow, this time driven by Ulsterman W. J. Glover, who beat Cecil Vard by

four marks. Northern Ireland drivers nearly swept the board, winning practically every principal award for which they were eligible, except the Ladies' Prize, won by Miss M. Walker, of Northumberland, in a Triumph TR2.

PROVISIONAL RESULTS

Ulster Automobile Club Trophy (best performance): Delow 1,172 (W. J. M. Glover), 356.6 marks lost.

Scotlamb Trophy (best visitor): M.G. 1,250 (C. Vard), 360.6 marks lost.

Ladies' Trophy: Triumph 1,991 (Miss M. Walker), 387.4 marks lost.

Novices' Trophy: M.G. 1,250 (J. W. Wilson), 350.5 marks lost.

Team Prize: "South Derry"—Delow (W. J. M. Glover), Sunbeam-Talbot (J. D. Keasley) and Wolsey (A. Hutchinson).

Class Awards:
Touring: Up to 1,000 c.c.: 1, Austin 905 (R. J. Adams), 521.1; 2, Austin 905 (E. T. McMillan), 395.8; 3, Austin 905 (J. C. Moffitt), 399.5. 1,601 to 1,800: 1, Ford 1,172 (W. Todd), 362.4; 2, Ford 1,172 (H. Newnham), 375; 3, Ford 1,172 (M. C. Hogan), 380. Over 1,800: 1, Sunbeam-Talbot 2,267 (J. D. Keasley), 378.7; 2, Sunbeam-Talbot 2,267 (G. W. Houston), 405.3; 3, Vauxhall 2,375 (J. D. Leavelle), 417.2.

Seniors: 1, Delow (W. J. M. Glover); 2, M.G. (C. Vard); 3, M.G. 1,250 (W. R. Chambers), 565.8.

Miss Mary Walker and Miss M. I. Dodds examine the silverware after winning the Ladies' Prize in the Irish event with their Triumph TR2.



Hurrah for the Highlands!

Three-day Weave Through the Land of the Tartan

GRACED with three magnificent days, the Scottish Sporting Car Club's Highland Three Days, staged over the Easter weekend, was a well-organized, thoroughly sporting and definitely enjoyable event. On Saturday competitors from south of the Border passed through some of the loveliest West Highland scenery and, from Kilmelfort to Kilchrennan, sampled one of the rockiest roads in Scotland, which the organizers utilized for a very testing, timed section. On Sunday a series of map references had its difficulties minimized by a late-setting sun and a long twilight which revealed just how bonnie Perthshire can be. On Monday there were tests on Kinneil Hill and by finishing the event in the historic town of Stirling the S.S.C.C. retained the characteristics which give the rally its title.

Competition for the class awards was keen and among the larger capacity saloons the Aston Martin of Tom Leggett and the Jaguar coupé of Jack Hally duelled keenly with interruptions from Roy Clarkson, motoring in his home country with his special-bodied Morgan. In the saloon class up to 1,600 c.c. the lead changed each day and finished in the hands of the young Edinburgh driver, George Gibson (in an M.G.), who was utilizing part of his National Service leave to compete. The Premier Award winner came from among the open cars; that quiet and

unassuming young H.R.G. driver, Nairn Marshall, drove tidily and carefully throughout and richly deserved his win.

Once more the TR2 revealed itself to be a formidable rally car and it was pleasant to see two of the English entrants, L. S. Cordingley and J. W. Waddington, making really good time in these cars. Waddington, in fact, scored the best time in three of the tests. The Morgans offered strenuous opposition to the Triumphs, as might be expected, and Christine Neil's ability with maps plus her sister Anne's virtuosity at the wheel resulted in a score that many male competitors envied. Howard Sturrock, also in a Morgan, continued his winning way.

The road sections were always interesting and occasioned even the most experienced rallyists to go awry. Driving tests utilized such spots as Little Rest and Be Thankful, Kinneil Hill and the well-known Logie Hairpin and were so designed as to emphasize driving ability rather than the power or speed of the cars. A particularly interesting one was the grouping of three pairs of garages at awkward angles in the garage courtyard at Glencagles Hotel and the variety of permutations concerning the easiest methods of entering all the garages called for the abilities of a Senior Wrangler and made an excellent contribution to a grand event.

(Results were given on page 582 last week.)



Test two of the Highland Three Days rally was at Kilchrennan on Easter Saturday. Here is A. H. McGrady's new M.G. Magnette during the test.

RIVIERA RENDEZVOUS

Britain Shares First Place in Rallye Soleil de Cannes

FRANCE'S Sunshine Rally, under the meticulous direction of M. Edouard Bret, is fast developing from a touring-cum-social occasion into a serious event. Nevertheless it avoids excessive periods of continuous motoring, and culminates in a famous series of receptions and gastronomic adventures.

Paris in the spring is appropriately chosen for the start, and proceedings led off with a high-speed test at Montlhéry track, one standing and one flying lap this year. The combination of efficiency and informality which was to typify the whole rally was immediately apparent.

There were five British entries. Ken Hutchison, with his wife and Holland Birkett, in a standard Mark VI Bentley, found himself in a class with only one other entrant. E. D. Woolley and co-driver Cable were in a standard Porsche which they were dismayed to find some 15 m.p.h. slower than the five "supers" which were against them. Dennis Taylor and Lou Tracey were in the strongly supported 2-litre sports class, driving TR2 Triumphs, as also was Gatsonides. O'Hara Moore and John Gott were in the former's Le Mans Frazer-Nash, keenly opposing Falkenhausen in a Targa Florio model of the same make.

The best performance of the day was made by a French-entered XK120 Jaguar with a very C-type performance in 1m 52.3s. One of the Porsche supers ran it close in 1m 52.6s. John Gott surprised everyone by beating Falkenhausen (1 53.2 to 1 58.0). The three Triumphs went: Gatsonides 2 03.6, Taylor 2 04.2 and Tracey 2 05.4. The only Austin-Healey, French-entered, did 2 02.1. In the touring class the 1900 Alfas were doing almost identical times.

The road section fell into two natural groups, main roads to Le Puy, and then a hectic succession of minor passes through the Alpes Maritimes to the coast. The road Le Puy, Issingeaux, Tence, St. Agrève and Lamastre is familiar to Con-

tinental rallyists, but the further short stage to Valence was made by most competitors with only minutes or even seconds to spare. The scheduled speeds varied with the category and class of car.

The next stage to Castellane took competitors some seven hours and into daylight. Though it passed through Cris, Die, Gap and Digne, it writhed away into the mountains between whiles, taking in a variety of minor roads and cols. But by reason of the great length of the stage without intermediate time controls, those competitors who kept out of serious trouble were penalized.

The next two stages were devised to include the famous Corniche Sublime, and were confidently expected by the organizers to be impossible to do on schedule. By ill fortune the stages had to be cut out by reasons of a landslide, so that competitors not only missed it but also got a good long rest waiting to get back on schedule.

The last road section was again rumoured to have an impossible schedule, and drivers well refreshed set about it with determination. It was a lovely section, calling for great skill in negotiating the very tight hairpins, and restraint in deal-

ing with the many narrow blind corners. Fourteen out of the entry of 56 incurred some time penalty on the road sections.

On the following day the driving test took place. During practice much excitement was caused by Gatsonides doing a skid turn on the hand brake and recording an apparently impossible time. During the timed runs, however, he spun through only 90 degrees, placing himself very unfavourably. Best time, for which there was a generous prize, was made by Dennis Taylor (Triumph TR2) despite the best efforts of the Porsche drivers. A curious and regrettable incident occurred when a French Delahaye driver started before he was signalled to do so, while a scrutineer was lying on the ground in front of the car examining sump seals. This unfortunate official was propelled some twenty yards, naturally receiving extensive superficial injuries.

The following day the hill-climb test was staged, on the outskirts of Cannes. It was about 1,500 yards long and progressively severe in gradient and corners. Failure to complete the course meant exclusion from the entire rally. One French Citroën driver, mindful of this, insisted on completing his climb even after clouting some straw bales and remaining there for five minutes. He took the breakdown crew with him. Gatsonides, with skid turns in mind perhaps, overlaid on the last corner and crossed the line in reverse, but lost barely a second.

F.t.d. was made by a Fiat V8-engined Siatra coupé, which was sporting the latest Michelin X tyres having a "stop" tread.

The unfortunate Hutchison, although his performance in each part of the event had been outstanding, giving him equal first place in general classification, was debarred from competing for the premier award because this could not be won by a competitor in a class in which there were fewer than five entries. The same rule excluded Ringgenberg, and the premier award therefore went to Mantzel's D.K.W.

RESULTS

General Classification: 1 (tie), D.K.W. (Mantzel and Hopfen); Bentley (Hutchison and Birkett); and Porsche (Ringgenberg and Mme Ringgenberg). 3 made last: 4 (tie), Porsche (Olivier and Mme. Olivier); and Porsche (Mlle. Thirion and Mme. Washer). 20: 6 (tie), Peugeot (Guiraud and Beau) and Simca (P. Prieur and J. Prieur). 28: 8, Alfa Romeo (Deroix and Gouteyron). 50: 8, Alfa Romeo (David and Detrova). 60: 10, Frazer-Nash (O'Hara Moore and Gott). 75.

Category Winners:—Touring: Mantzel and Hopfen; Grand Touring: Olivier and Mme. Olivier; Sports: O'Hara Moore and Gott; Coupe des Barmes: Mlle. Thirion and Mme. Washer.

Class Winners:—Touring, up to 1,000 c.c.: Mantzel and Hopfen: 1,001 to 1,000; Guiraud and Beau: 1,001 to 1,000; Deroix and Gouteyron; over 1,000: Hutchison and Birkett.

Grand Touring:—Up to 1,300 c.c.: Ringgenberg and Mme. Ringgenberg: 1,301 to 1,300; Olivier and Mme. Olivier; over 1,300: Delahaye (Curie and Mme. Curie), 245.

Sports:—Up to 1,000 c.c.: Penhard-Junior (Carrot-Duic and Mme. Carrot-Duic): 502; 1,001 to 1,000: O'Hara Moore and Gott; over 1,000: Austin-Healey (Lalisse and Devries), 168.



Ken Hutchison cornering with his Bentley on the Promenade at Cannes. This was the penultimate test of the Rallye Soleil.

Pro-foreign

CALIFORNIA took an easy lead in buying foreign cars during 1953. In a breakdown of the first ten states, taking 23,310 imported cars in all, the citrus and sunshine western state took 11,224, leading New York by thousands at 3,479. After New York came Massachusetts, New Jersey, Florida, Pennsylvania and Connecticut, in that order, each taking just over 1,000 cars, and then came the small fry.

In the year's total, M.G. had an easy lead with 6,606 sales, Hillman being next with 4,506 and then Jaguar (3,914). Ford, Austin and Morris followed in that order, figures being 3,644, 3,087 and 2,082. Top European Continental make was Volkswagen with 1,237. There is some interest in the fact that these figures are published by *The New Yorker*, which is not widely known in Europe to have a serious side to its makeup as well as the Peter Arno goofiness.

Feminine Taste

LAATEST opinion survey concerns women and the automobile, and (don't look now, fellows) yes, you've guessed it. Ninety-four per cent of them voted automatic transmission as the best-liked feature. Second preference was for external colours that do not show the dirt—a reasonable one even by male standards—and third was for wide doors. The order then read: power equipment (servo assistance for steering, brakes, windows, doors and such like); adjustable sun vizors; large luggage lockers and glove boxes; easily operated locks and door handles, and, last but by no means least, as an indication of the consistency of the matriarch, interior colour schemes that either match or sharply contrast with the external finish.

Diversity

FLOYD CLYMER, whose name will not need an introduction to many British readers, has inveighed with some justice against the diversity encountered in automatic transmission gear shift lever positions. He quotes the following table in the March issue of *Automobile Topics*:

B-W Automatic Drive	PNDLR
Dynaflo	PNDLR
Powerglide	PNDLR
Ultramatic	PNDLR
Fordomatic	PRNDL
Merc-O-Matic	PRNDL
Dual-range Hydra-Matic	ND'D'LR
Powerflite	RNDL
Hy-drive	normal "H" shift

Only four of these, Clymer points out, have identical positions, and goes on to relate how even he was caught out once and gently bumped a brick wall. More serious, a Los Angeles car park attendant was killed when the car he was parking plunged over a 100ft drop, because, the police believed, he opened the throttle in reverse when he believed it to be low gear.

Inside Story

THE ultimate in the dynamometer rig has been developed by California Research Corporation, a subsidiary of Standard Oil. This is an indoor treadmill system in a weather-conditioned chamber. The treadmill will absorb 300 b.h.p. at a car wheel speed corresponding with 100 m.p.h.

Gadgets

ONE of the devices seen over in England on the Ford X-100 at the London automobile show is to become available to American Ford convertible owners.

This is the rain-sensitive control for the hood power mechanism. When rain strikes the grid the electric motor

DETROIT



Start of a cold trip in California. Front wheels being locked up in the California Research Corporation's test chamber.

NOTEBOOK

and the weather has a temperature range from 40 below zero to 120 deg Fahrenheit. A fan six feet in diameter supplies a gale when required so as to reproduce the airstream of road conditions. The rig is used for fuel and lubricant tests and is reckoned to condense into 24 hours field testing that would take a week of driving at several widely dispersed sites. By adjustment of the load against which the rear wheels revolve, gradients can be simulated, and thus the rig permits simulation of road conditions and first-class instrumentation, not easily achieved within a moving vehicle.

starts and closes the hood, but this can happen only when the ignition is not switched on, otherwise the hood might start to rise when the car was in motion.

Better still for big business executives who try to kid themselves that the reason they're late in the morning is because they were working so hard yesterday is a gadget introduced by the International Register Company of Chicago, Illinois. This is a portable electric unit which can be plugged into any a.c. point. It will switch on the car engine, start it, and set the interior heater going at any pre-set time. More-



V-eight conception by Brooks Stevens, stylist, who is impressed by the dominance of the V-eight as a U.S. power unit.

over, if the B.B.E. still can't relinquish his bed, it can be pre-set to turn off the lot after a given interval during which the brief-case has had time to get around to the garage.

V-eight Dominant

STYLIST Brooks Stevens, impressed by the dominance of the V-eight as a power unit, has produced the design illustrated to a V-eight theme. As the language of styling is paraphrased only with difficulty (no crack intended, Mr. Stevens) let's hear what the Brooks Stevens Associates have to say about the design in their own words:

"This prophetic design embodies a bold new V-eight bumper and grille into a strong visual identity as well as functionally improved condition with regard to air intakes and front fender styling. The functional concept of this front end incorporates front wheel brake cooling through the elimination of the former fender bulges dropping down in front of the wheels. This

procedure is borrowed from the best in competition sports car practice.

"The wrap-round windshield incorporates improved panoramic vision with the A-pillar moved rearward but retaining the rearward slant for continuity of line. This six-passenger two-door Continental-type sedan incorporates an innovation in its door treatment in that it has no separate

rear quarter window. The door itself carries both the frontal no-draught and rear no-draught windows, all of which are retractable.

"Rear wheel brake cooling and tonneau air-conditioning inlets are situated at the rear fender rise and door opening line. Dual exhausts are carried out ahead of the rear wheels on each side of the car through the rocker panel, eliminating the possibility of exhaust gases permeating the car from behind in traffic.

"The rear trunk is box-like with large cubic capacity. Countersunk tail lights and back-up lights reflect sideways through transparent plastic ornamental crests on the tail light castings.

"In this designer's opinion the Rapier V-eight sets an advanced note in sports car styling and function as it can be applied to the American family automobile."

Well, you have a right to that opinion, Brooks.

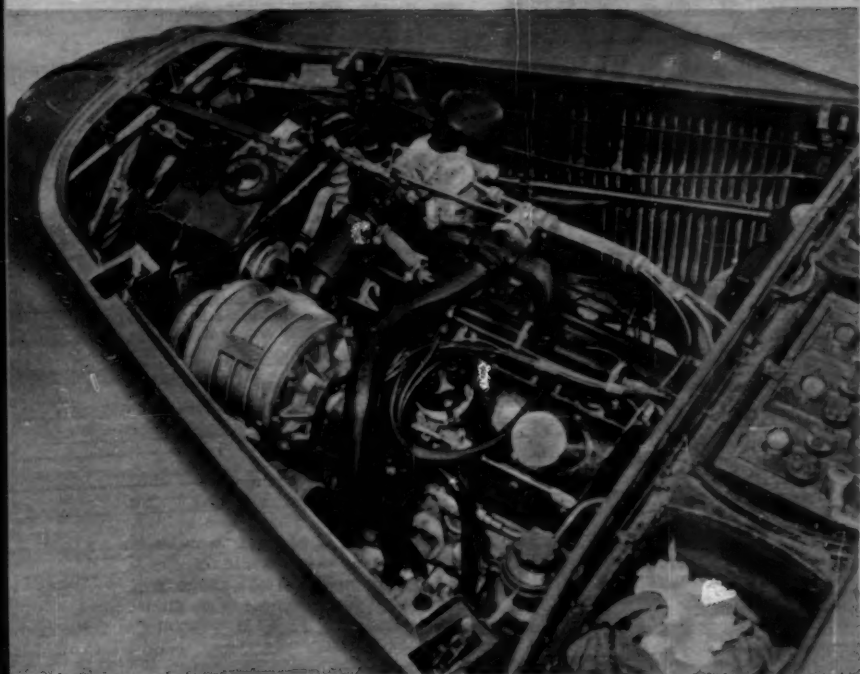
Mat Finish?

"**SURVEY** Shows that 19 per cent of Cars Never Polished." So reads a headline. That's one in five, and it makes this motorist wonder if it would not be worth while to offer a non-cellulose finish in the range that was intended for a lifetime of no attention.

H. K. JEFFERSON.



Top: Ghia of Turin styled the Plymouth Explorer, and very successfully, too. Note the elegant fitted trunks behind the two seats (left). Also shown is the Pinin Farina hard-top design for the Nash-Healey, which is powered by a Nash engine.



BRISTOL CREAM

EXPERIENCES WITH A SUPERCHARGED BRISTOL 403

GIVEN a six-cylinder overhead valve engine producing 100 b.h.p. at 5,000 r.p.m., installed in an aerodynamically shaped four-seater saloon, one would expect a quite high performance. The Bristol 403 has in its standard form a reputation for being a quality car with behaviour above the average for its size. Its predecessor, the 401, which had a power output of 85 b.h.p. at 4,500 r.p.m. was no sluggish and whilst having a maximum speed in the region of 93 m.p.h., would reach 50 m.p.h. from rest in 11.7 sec and 80 m.p.h. in 35.7 sec.

It is therefore reasonable to assume that the current 403 with its improved output would have the legs of the earlier model on a journey of any length, but when a supercharger is added to the engine of the 403 the driver then expects to be able to hold his own with other cars of even bigger cubic capacity. This is indeed so with a Bristol 403 which has been fitted with an Arnott supercharger by Friary Motors, Ltd., of Straight Road, Old Windsor, Berkshire.

Intentions

The main object of fitting the supercharger to the Bristol engine was to improve the acceleration without seriously upsetting the fuel consumption, and with this in mind the maximum blower pressure is no higher than 2½ lb per square inch. The installation does not involve any structural alterations to the engine itself. The three Solex carburettors are replaced by a single Zenith 36 VHG unit mounted at the front right-hand corner of the engine and connected to the blower by a

water-heated induction pipe. The belt-driven Arnott blower runs at engine speed and the belt is kept at the correct tension by an adjustable jockey pulley. From the output side of the blower the mixture passes through a 1½ in diameter tube to the distribution branch. This in turn is connected direct to the three inlets in the centre of the cylinder head, to which normally are bolted the three carburettors. A blow-off valve is incorporated in the layout.

The supercharger bearings are lubricated by oil fed separately from a Drok reservoir, the feed from which is connected to the rear of the blower. On the car tested the oil consumption for the blower lubrication was in the region of one pint every 500 miles. The installation of the supercharger and the necessary connecting manifolding rather complicates the operation of tappet adjustment, but as, obviously, this is not a weekly task, the disadvantage is not serious. The sparking plugs can be removed by the standard box spanner of the Bristol tool kit.

To sit in the driving seat of this Bristol brought back, in some degree, memories of a certain Bugatti, a 2-litre blown Lagonda and a 540K Mercedes-Benz. At once it was obvious that the modern Arnott supercharger was as quiet as the high pitched scream of the Bugatti and Mercedes blowers had been noisy. It was only when the throttle was opened with the car stationary that the Arnott unit became evident, and the note fits in well with the character of the 403. Starting from cold presented no difficulty provided that the throttle pedal was not played about

A spherical fine mesh gauze filter is fitted on the inlet side of the carburettor and the manifold pipe between the carburettor and blower is water jacketed to keep up the temperature of the mixture. The Drok lubricator, which has been slightly modified, for the supercharger is attached to the left of the bulkhead and has a capacity of approximately one pint.

with. The car in question was running without the fan and there was some overheating in heavy traffic, but outside built-up areas the water temperature remained steady at about 80 deg C.

One is naturally tempted with a car of this nature to use the performance and this particular Bristol, which, incidentally, was fitted with 6.00-16in Michelin X tyres, gave some exhilarating motoring. The blower pressure of 2-2½ lb begins to show at just below 2,000 r.p.m., and at 3,500 r.p.m. in second gear the engine note rises, the car seems to take off, and then a very quick change to third and again as the engine speed rises the rev counter needle seems to jump round the dial; before you know where you are there is an indicated 80 on the very accurate speedometer and top gear is engaged. The 403 seems to wait along at this speed with no blower pressure indicated until the throttle pedal is depressed and the 2-litre, very efficient engine builds up speed as required.

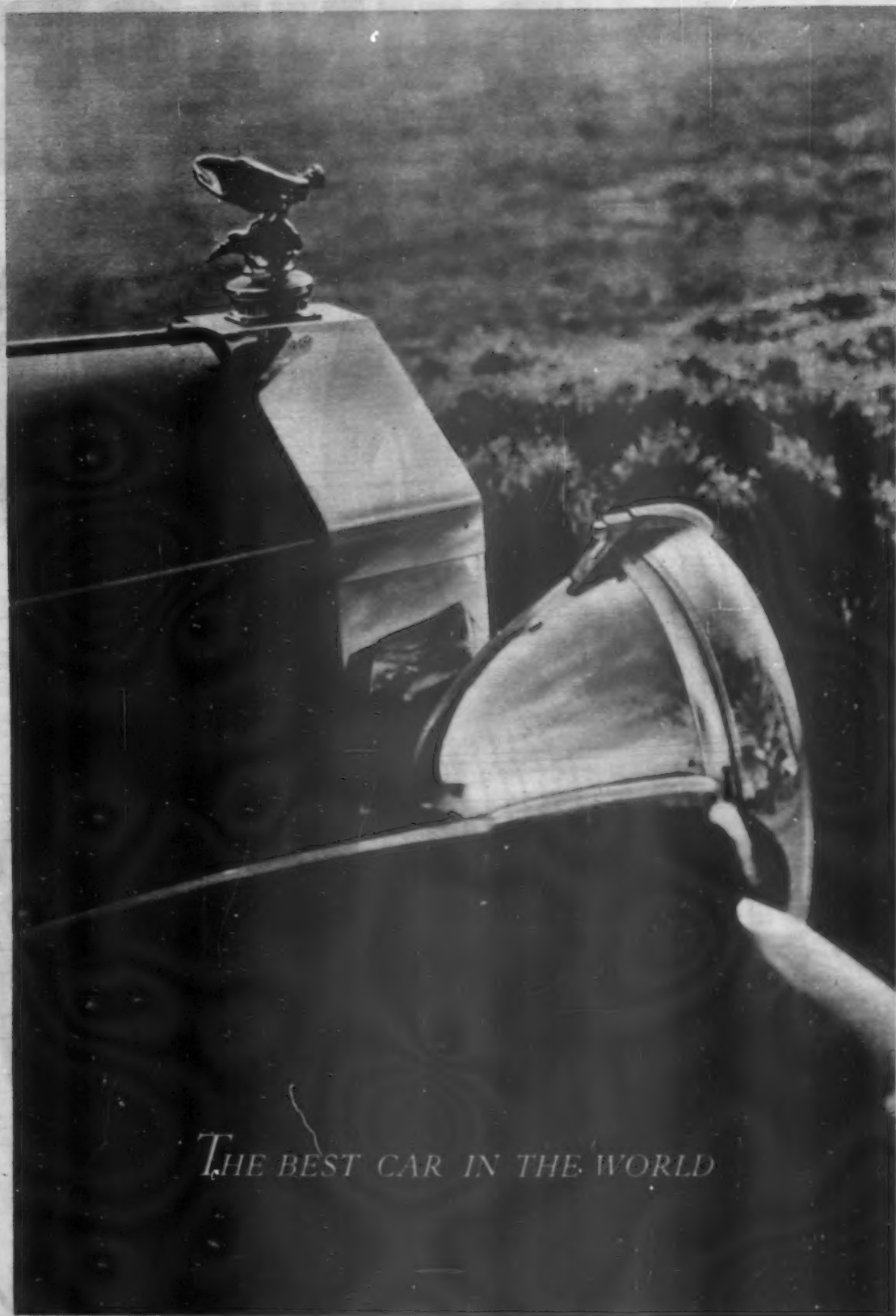
Its great advantage in this form is perhaps the ease with which it is possible to take advantage, with safety, of gaps in a

stream of vehicles. The car's ability to accelerate in third gear from 50 to 70 m.p.h. in 9.2 sec is representative of its performance and it would accelerate from rest to 60 and 80 m.p.h. in 14.4 and 25.9 sec respectively. Owing to these capabilities there was a lessening of frustration normally felt on a certain regular journey. The maximum speed was not ascertained, but it reached a reading of 105 m.p.h. with speed still increasing and 100 m.p.h. was held for a short distance with a full complement of passengers and fifteen gallons of fuel on board. All this with two litres.

Decility

At the lower end of the speed range flexibility does not appear to have been lost for the sake of improved performance. In congested traffic this 403 was quite happy in top gear at 30 m.p.h. and would pull away from 18-20 m.p.h. in this gear without excessive jerkiness. An uninterrupted drive through a built-up area allowed top gear to be used much of the time. By using a cruising speed in the region of 70 m.p.h. it was possible to achieve a fuel consumption of well over 20 m.p.g., and during a period in which 189 miles were covered, some of them in dense traffic and the rest at high cruising speed, the consumption was 22.2 m.p.g. Considering the rejuvenating performance—to a keen driver—of the blown 403, this latter figure is excellent.

This modification can be carried out by Friary Motors, Ltd. for approximately £100 and it is, of course, applicable to the Bristol 401 as well.



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DUNLOP with the Gold Seal. Best-ever standard road tyre, offering high performance at moderate cost.

CUSHION TYPE with the Gold Seal. Lower pressure running for extra comfort. 'Dunlop' and Dunlop 'Fort' types.

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SPORTS—designed and built to provide the extra traction necessary in sports-event conditions.

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WHITE SIDEWALL—the tyre that adds elegance and distinction to your car. In Dunlop 'Fort' and 'Dunlop' patterns.

R.K.3—the dual-purpose tyre. Built for trouble-free service both on and off the road.

The tyre for YOUR kind of motoring!

WHITE SIDEWALL TYRES BOOM IN POPULARITY

WHAT MAKES A TYRE WEAR OUT TOO FAST?

Today's driver is able to travel faster than ever before—speed means increased tyre wear. In other words, if you let your car have its head you must expect to pay the price in faster tyre wear.

Chief Causes

The most important thing to remember is that fast cornering and fast travel over rough roads—both more tempting with modern suspension systems—punish tyres severely. For example, if two identical cars take the same corner, one moving 10% faster than the other, the quicker car's tyre treads are worn away *twice as fast* during the act of cornering.

An investigation, involving the analysis of road dust picked up on a straight stretch and on a bend, revealed *eight times as much rubber in the sample collected from the corner*. A fast car, cornering continuously at 60 m.p.h. can wear out a set of tyres in the time it takes to clock 300 miles!

Of course fast cornering is not the only cause of rapid tyre wear. Fierce braking ... misaligned wheels ... long spells of dry weather ... all these can cut down the number of miles in your tyres.

Useful tips

Remember then, if you want most mileage:

- Take it easy on corners.
- Don't make a habit of driving your car to its limit.
- Check wheel alignment every 5,000 miles.
- Watch your braking.
- Switch the position of your tyres round the car.
- Work out—and adhere to—a regular tyre maintenance system.

Motorists' choice for elegance and distinction

Tyres with white sidewalls, once regarded by motorists in this country as an entirely North American notion, are fast gathering favour throughout Britain. Next time you're on the road notice how many you see—more still if you run across a Rally or Concours d'Elegance.

Nothing adds so much elegance and such rare distinction to the modern well-groomed car—open or closed, large or small—as these superbly distinguished tyres. And if a car is finished in one of the new colours, white sidewall tyres complete a fine picture.



The new tyres—whose sidewalls are pure white rubber—are available in Dunlop Fort and Dunlop types and in most of the popular sizes.

HERE'S ONE SHOCK YOU WON'T GET...

There's more than one kind of shock and more than one kind of electric shock. The kind you won't get if you drive on Dunlop car tyres, is a shock caused by static electricity—the shock you might have had when you were the first to touch a vehicle returned from a journey over dry smooth roads. Dunlop car tyres are *non-static*. This means that they are made from special rubber which doesn't build up a high enough voltage to give you a shock. It also prevents those mysterious punctures from no obvious cause, which are known as 'ozone' punctures.

STOP PRESS

Whatever your choice of Dunlop

Tyre—remember that a new cover

deserves a new tube.

DUNLOP

makes things better for everyone

ALCOHOL is here again

Fill up today with



HIGHEST ANTI-KNOCK

▶ Clevecol Special with Alcohol is a blend which gives definitely the highest anti-knock petrol.

BEST VALUE

▶ Clevecol Special now costs quite a lot more to produce than any other comparable petrol. In spite of this the price to you is unchanged—you get the best value obtainable.

**ALCOHOL FOR
ENGINE POWER**

▶ Alcohol is the best of all additives. Its solvent properties make for a clean engine. Its high latent heat value—(three times that of petrol)—and its oxygen content mean cooler combustion and smoother acceleration; more even running at slow speeds and no stalling.

**IN A CLASS
BY ITSELF**

▶ Clevecol Special is the only motor fuel containing Alcohol. Alcohol is the one proved additive which is itself a power-producing fuel.

MAKE NO MISTAKE

▶ It would be advantageous to test this remarkable new blend for yourself. Fill up now with Clevecol Special plus Alcohol.

Immediately you will find

There's a MIGHTY difference

CLEVELAND

The Specialists in Motor Fuels



The 1400 D has a simple body style. Pivoting ventilator panels are fitted to the front windows. The projection midway along the car, below the front door, is the battery container.

The rear contours of the car blend well together, the bumpers are fitted with large over-riders, and extend forward to protect the rear quarters. There is also a bright protective strip on the sides, between the front and rear wheel arches. Twin rear lights are built in and there is an additional light on the luggage locker lid to illuminate the rear number plate.

The Autocar ROAD TESTS

No. 1530:

FIAT 1400 DIESEL SALOON

OF the very wide variety of cars that pass through *The Autocar's* hands during any one year, the majority, of course, are powered by petrol engines, yet for some markets and operating conditions another form of prime mover, the diesel engine, is being increasingly used owing to its modest fuel consumption and relatively low fuel cost. One



such car is the Fiat 1400 D, which is the subject of this test. Basically, this car is similar to the 1900, an example of which was tested by this journal in 1952, the main differences being in the power unit and in the electrical system, the latter being 24-volt to assist starting.

When assessing the qualities of a diesel car it is necessary first to consider the reasons why such an engine is used. The chief feature is, of course, the low fuel consumption, and the at present lower cost of diesel fuel as against petrol, resulting in reduced operating costs, particularly if very high mileages are covered. On the other side of the balance sheet must be placed the fact that the engine may be a little rougher in its running, is more expensive to produce and likely to have a somewhat lower performance than a similar petrol engine. Bearing in mind these features it is interesting and useful to compare the general qualities of the Fiat 1400 D, as a particular example, with a car having an engine of conventional design, as the majority of motorists have very limited experience of diesel-engined cars.

When the engine is idling at normal tick-over speed a noticeable and characteristic diesel sound can be heard by anyone standing close to the car, but the insulation between the engine bay and the passenger compartment results in a satisfactorily low noise level inside the car, while under



Separate side lights combined with winking direction indicators are placed below the head lamps. The radiator grille is of simple and neat construction and, as at the rear, the bumper carries deep over-riders.

ROAD TEST . . . continued

Combined arm rests and door pulls are fitted to all doors, and small pockets are formed in the front doors. The interior is upholstered in a combination of cloth and leather, and access is easy to front and rear seats. There are an ashtray and rug rail on the back of the front seat.



normal driving conditions there is no very noticeable increase in engine noise in comparison with a petrol engine. To enable a reasonable lightweight power unit to be used, the engine is governed at a speed of 3,500 r.p.m. and from a driver's viewpoint this is perhaps the most sharply evident feature of the car, as it is necessary to change up at a road speed somewhat lower than normal; however, there is a useful speed range in the gears, as shown by the data. At its governed 3,500 r.p.m. the car registered a mean speed of over 64 m.p.h., and, well laden, it can cruise for hours on end at a genuine 60-plus without showing any sign of distress or overwork. For town driving the car has good top gear flexibility. Only in hilly country is it really necessary to use the gears freely, in which connection it is necessary to bear in mind the size of the car (it can seat up to six persons) and the governed engine output. Long climbs of Alpine character with bends at frequent intervals can be taken on third with an occasional change down to second gear, leaving first as an emergency ratio and for starting from rest.

Gear Changing

A steering column gear lever is used; it is well placed and has a satisfactory movement from gear to gear, but would be even better if it were a little more positive. Synchromesh is provided on top, third and second gears; it is effective for normal changing but can be beaten if a snappy change is made. The clutch is both smooth and light to operate, and it is well able to stand up to fast gear changing without undue slip.

During the test, which was carried out in Italy, the weather conditions enabled the car to be tried under an unusually wide variety of conditions, including ice and snow-bound roads as well as the range of circumstances inherent in the normal test routine. Under all these conditions both the front and the rear seat ride was particularly good. The suspension, by coil springs all round, is very well controlled, and the large telescopic dampers did not show any sign of fade after long distances on rough roads. There is very little pitching and no very apparent roll on corners. The 1400 D can be cornered fast with a feeling of complete safety. It is directionally stable and it has a noticeable, but

not excessive, amount of understeer under all conditions of loading. The steering is very positive, yet it does not transmit shocks back to the driver's hands. It has good self-centring action but in spite of its $3\frac{1}{2}$ turns from lock to lock it is inclined to be rather heavy; this is particularly noticeable when, as in mountain driving, a large number of bends is taken in quick succession. The steering does not feel dead, and there is a useful degree of "road feel" that signals any change in road surface conditions to the driver.

Designed to cope with Alpine motoring, the Fiat is equipped with powerful brakes. They are a little unusual in that a leading and trailing shoe system is used at both front and rear. The drums are of ample proportions and have finned light alloy outer surfaces to assist heat dissipation. In test conditions very good braking figures were recorded for a moderate pedal pressure. With the car lightly laden there was some tendency, when brake tests were being made, for the front wheels to lock before the back when maximum pedal pressure was applied, but this was not noticed in normal driving. There was no sign of fade either when descending mountain passes or during the performance testing with many brake applications at very frequent intervals. The required pedal pressure for ordinary check braking is also satisfactory. The hand brake is applied to the transmission in front of the rear axle casing and is operated by a cable with the lever adjacent to the steering column.

Noise Levels

Apart from the noise heard outside the car at tick-over, and a certain amount of vibration when the engine is idling—both of which are features very difficult to overcome when this type of power unit is used—the car is quiet and smooth. There is very little transmission noise and the body does not boom. The car is also well insulated from body noise set up by road surfaces. There is very little wind noise caused by the body moving through the air, though there is a noticeable noise if the heater blower fan is switched on.

Generous proportions for the seat cushion and back rest, together with a well-balanced layout of the steering wheel and pedals, result in a very comfortable driving position,

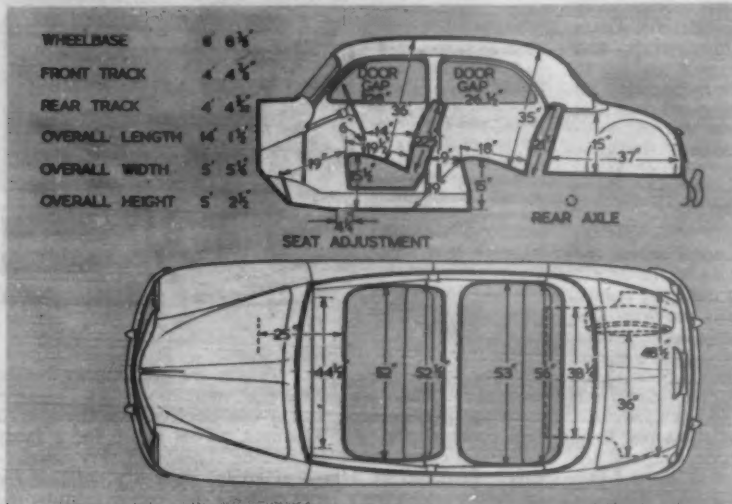
and very little alteration in seat adjustment is required for comfortably accommodating drivers of widely differing proportions. Both forward and rearward visibility from the driving seat is good but the windscreen pillars are comparatively thick and are positioned so that they tend to obstruct vision when turning sharp corners such as hairpin bends on passes. It is just possible for the driver to see the opposite side front wing, while there is a clear view of the left wing—in the left-hand drive car tested. The mirror provides a good range of rearward vision.

The two-spoke steering wheel gives the driver a good, unobscured view of the instruments, which are grouped in front of him. They comprise a combined oil pressure and water temperature gauge on the left, and speedometer with trip and total distance recorders on the right. Between these are a fuel gauge and ammeter. The instrument lighting is sufficiently bright to enable the gauges to be clearly

seen at night and a neat cowl prevents reflections in the curved screen. The minor controls are grouped in the centre of the fascia below the ashtray.

Wide doors hinged on their leading edges provide easy access to the front and rear compartments, there is ample leg and head room for all occupants, and in spite of a central tunnel there is plenty of space for the driver's feet. The organ-pedal type of throttle is placed close to the gear box cover, which provides additional support for the right leg—in a left-hand drive car. A built-in heating and de-misting unit is standard equipment, and with outside air temperatures below freezing point it effectively kept the screen clear and free from ice. It would be better if a larger capacity heater were available for use in cold climates, as, even with a muff on the radiator grille, in the temperatures prevailing during the test, a little extra heat inside the car is desirable, particularly for the rear passengers. Three

FIAT 1400 DIESEL SALOON



Measurements in these 1/2 in to 1/4 in scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

PERFORMANCE

ACCELERATION: from constant speeds.
Speed Range, Gear Ratios and Time in sec.

M.P.H.	4.1	6.44	9.75	15.82
	to 1	to 1	to 1	to 1
10-30 ..	20.8	11.2	—	—
20-40 ..	18.6	12.5	—	—
30-50 ..	18.2	—	—	—
40-60 ..	28.8	—	—	—

From rest through gears to:

M.P.H.	sec.
30 ..	10.0
50 ..	27.3
60 ..	46.5

Standing quarter mile, 27.3 sec.

SPEEDS ON GEARS:

Gear	M.P.H.	K.P.H.
	(normal and max.)	(normal and max.)
Top ..	(mean) 64.5	103.8
	(best) 64.5	103.8
3rd ..	35-41	56-66
2nd ..	23-27	37-43
1st ..	14-17	23-27

TRACTION RESISTANCE: 30 lb per ton at 10 M.P.H.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer:	10	20	30	40	50	60	68
True speed:	9	18	27.5	37	46	55.5	64.5

TRACTION EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top ..	134	1 in 16.6
Third ..	205	1 in 10.8
Second ..	285	1 in 7.7

BRAKES:

Efficiency	Pedal Pressure (lb)
93 per cent	80
82 per cent	70
49 per cent	40

FUEL CONSUMPTION:

38 m.p.g. overall for 260 miles (7.4 litres per 100 km.).
Approximate normal range 30-40 m.p.g. (9.4-7.1 litres per 100 km.).
Fuel, Diesel oil.

WEATHER: Fine, dry surface; wind slight to fresh.

Air temperature 42 deg. F.

Acceleration figures are the means of several runs in opposite directions.

Traction effort and resistance obtained by Tapley meter.

DATA

PRICE (basic), with saloon body, in Italy
1,545,000 lire = £884 at 1,750 lire = £1.

ENGINE: Capacity: 1901 c.c. (116 cu in).
Number of cylinders: 4

Bore and stroke: 82 x 90 mm (3.228 x 3.543 in).

Valve gear: Overhead.

Compression ratio: 20 to 1.

B.H.P.: 40 at 3,200 r.p.m. (B.H.P. per ton laden 29.3).

Torque: 71.25 lb ft at 2,000 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 17.9.

WEIGHT: (with 5 gals fuel) 23 1/2 cwt (2661 lb).

Weight distribution (per cent): F, 56; R, 44.

Laden as tested: 27 1/2 cwt (3061 lb).

Lb per c.c. (laden): 1.61.

BRAKES: Type: F, Leading and trailing;

R, Leading and trailing.

Method of operation: F, Hydraulic; R, Hydraulic.

Drum dimensions: F, 9.84 in diameter;

2.165 in wide. R, 9.84 in diameter; 2.165 in wide.

Lining area: F, 80.6 sq in. R, 80.6 sq in.

(118 sq in per ton laden).

TYRES: 6.40-14 in.

Pressures (lb per sq in): F, 23; R, 25 (normal).

TANK CAPACITY: 10 1/2 Imperial gallons

(including 1 1/2 gallons reserve).

Oil sump, 11 1/2 pints.

Cooling system, 17 1/2 pints.

TURNING CIRCLE: 35ft 0in (L and R).

Steering wheel turns (lock to lock): 3 1/2.

DIMENSIONS: Wheelbase: 8ft 8 1/2 in.

Track: F, 4ft 4 1/2 in; R, 4ft 4 1/2 in.

Length (overall): 14ft 1 1/2 in.

Height: 5ft 2 1/2 in.

Width: 5ft 5 1/2 in.

Ground clearance: 7 1/2 in.

Frontal area: 21.8 sq ft (approximately).

ELECTRICAL SYSTEM: 24-volt; 46

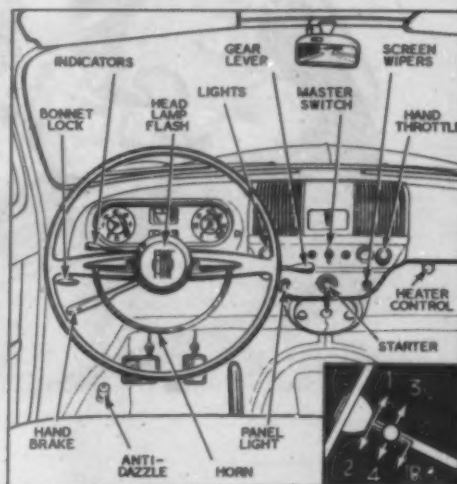
ampere-hour battery.

Head lights: Double dip; 50-45 watt bulbs.

SUSPENSION: Front, Independent, wish-

bones and coil springs. Anti-roll bar. Rear,

coil springs.



ROAD TEST continued

heater controls are provided; they regulate the butterfly valve for the fresh-air intake, the water to the heater radiator, and the speed of the fan. There are also two trapdoors to regulate air distribution, and if these are both closed all the air will pass up to the windscreen.

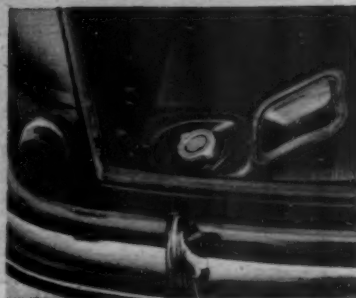
The rear luggage locker has only a moderate capacity for a car that will carry up to six persons, but it is well proportioned and of a useful shape. It is necessary to open the luggage compartment, and then a trapdoor in the floor of the locker, to gain access to the fuel filler. It is well sealed to prevent fuel fumes contaminating the luggage, and, in fact, the whole of the car's interior seemed to be free from the smell of diesel oil, although this can be noticed in the engine compartment as soon as the bonnet is lifted.

Compared with petrol engine procedure, the starting process is a little different. When the engine is warm it is necessary only to switch on the electrical system in a similar way to switching on the ignition with a petrol engine, and then move the starting lever to the left. This automatically adjusts the injector pump and operates the starter. There is also a half-way position on the starter switch, and for cold starting the lever is first moved to this position to operate the glow plugs. An indicator light is provided on the fascia to show when these are at working temperature; when it lights up the lever is moved to the starting position to switch on the starter motor. Normally the glow plugs take 15 seconds to reach operating temperature. Starting when the engine is warm is instantaneous, and to stop the engine the starting lever is moved to the right.

A master key for the electrical equipment also operates the side lights and an indicator light shows when the side lights are on. In this position the button in the centre of the steering wheel can be used to flash the head lamps. A normal type of foot-operated dip switch is provided and the lights have a good range, although a little more spread of light in the full-ahead position would be useful, particularly when driving on twisty roads. Flashing direction indicators are controlled by a lever on the left side of the steering column. They are self-cancelling and are provided with an indicator light on the fascia. A central interior light and a built-in light to illuminate the rear view mirror are standard equipment. The horn is controlled by a "D" ring; this is a little heavy to operate and the horn does not seem to be particularly loud. The chassis has 14 greasing points that require attention at intervals of 900 miles. No



A strut is provided to hold the luggage locker lid open when required. The spare wheel and tools are carried at the right of the compartment, and the fuel filler is within the compartment, on the left. This, with the trapdoor that normally covers it, is seen in detail in the inset.



starting handle is provided. There are four jacking points, two on each side, well within the wheelbase.

In the performance data it can be seen that the overall fuel consumption was 38 m.p.g. This figure for a fairly large and comfortable car can be considered very satisfactory. Powered by a type of engine with a reputation for reliability and a very large mileage between overhauls, the whole car creates the impression of being well designed and workmanlike.



The diesel injector pump is placed fairly high up on the left side of the engine, while the air induction manifold and silencer unit is on the right. Part of the fuel filtering system can be seen on the inside of the right-hand wing valance. Both radiator and engine oil filler caps are accessible. The large duct inside the left-hand wing valance is the air intake to the heating system.



Long shadows fall across Ermine Street, near Cricklade, and a cottage wall glows in the spring sunshine.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

Galvanized

The Tale of a Bucket

[65591].—I have a bucket, an ordinary galvanized bucket. It has been in use in my garage and garden since 1938; never dried nor polished, it is in good condition.

My car, a well-known make, much respected for reliability, is slowly falling to pieces through rust. It is much younger than my bucket.

Could the directors of the motor companies not galvanize their car bodies?

J. DORMAN.

The Gentle Rain

And Its Lasting Effect

[65592].—On Tuesday, April 13, at about 1.30 p.m., I was driving my car between Kenilworth and Stonebridge (Warwickshire) along A452. The sky was quite threatening at the time and, consequently, when drops of what appeared to be water formed on my windscreen, I assumed these to be a few drops of rain. I was following a lorry at the time, which was carrying a large number of heaped-up empty drums each of about 20 gallons capacity, known in the trade, I believe, as steel casks.

At the time, therefore, there was no reason to take the name or number of the vehicle but, after passing it and branching off into a subsidiary road, I noticed that the "rain" was not drying

in the normal manner. It was half an hour or so before I stopped to investigate and then found that the front of my car was heavily splashed with a clear, oily liquid which had also deposited on the rear wings and roof.

I was able to wash the car down at once but the light green baked enamel finish was discoloured everywhere the oil had deposited and, where small pools had formed, it was softened. This is extremely annoying as I take a great deal of pride in the appearance of my car.

I am writing this letter first in the hope that either the driver of the lorry or its owners will read it and take the necessary precautions to see that no leakage takes place in future, and secondly, so that other motorists can beware of lorries having similar loads.

As far as I know, this particular lorry may be leaving ruined paintwork behind it every day along this road.

Coventry, Warwickshire.

HAROLD TOMLINSON.

Spares

Further Evidence of the Difficulties Overseas

[65593].—I have just received my copy of *The Autocar* for February 12, somewhat backdated, I fear, and I feel that, much against my will (and, of course, I never admit it to my Rhodesian friends), I must agree with Mr. J. P. H. Werner [65432]. His criticism of the British car has been made to me, not by one, but by many residents of this country. I, personally, have also found great difficulty in obtaining spares, particularly that small, but oh, so vital part, the nut or bolt. In one instance I spent an afternoon in Salisbury in an attempt to track down some B.S.F. nuts and bolts. I did not, in fact, find a stockist until the next day.

The prices charged for spares are also very high; as a general

D

CORRESPONDENCE

continued

rule you can double the home market price and this also applies to tools. A local correspondent has, for instance, obtained spares from a retailer in the United Kingdom and found the service quicker and cheaper. In the circumstances it is difficult for the stoutest exponent of British cars to defend them and the service which should go with them.

I must, however, disagree with Mr. Werner on one point. I cannot accept the necessity for a 3½-litre engine. Surely a 1½-or, at the most, 2 litres would be sufficient, enabling a driver to obtain a steady 60 to 70 m.p.h. over the shocking tracks, designated by some as roads, which exist in the Central African Federation (believe me, they have to be seen to be believed!). And is it easy to maintain a six-cylinder 3½-litre engine of any description? Moreover, I do not intend to join in the chorus of slavish adulation of American cars, which exists in some quarters, and I must say that I have found American cars as badly battered as their British counterpart, if not worse. In both cases, it is only fair to say that the main cause of the trouble is owed, not to the car, but to bad maintenance and worse driving.

For the rest, I still enjoy *The Scribe*, enjoying a vicarious thrill at his description of progress over snow-covered roads. I also noticed a passing reference to Stephen Potter and thought how nice it would be to have an article on "Motormanship" from his facile pen.

H. K. HODGES.

Fort Victoria, S. Rhodesia.

Conducting Tour

A Foot Dipping Tell-Tale

[65594].—In his article "Conducting Tour" (*The Autocar*, April 9), J. R. Davey complains that the tell-tale most often provided on the present-day car tells only whether head lamps are dipped or not when they are on. He expresses a desire for some means of telling whether, when one has a foot switch, the lamps would be dipped or undipped if one switched on.

I own a 1½-litre M.G. which was not provided with a tell-tale by the makers, but I have fitted one which does just what Mr. Davey requires. Such a modification can fairly easily be carried out on most cars with foot dipping switches, whether they are already provided with a tell-tale or not. The procedure is as follows:—

1. Replace the existing head lamp switch with a double-pole switch.
2. Remove the cable running between the old head lamp switch and the terminal of the dip switch.
3. Disconnect, but do not remove, both pairs of cables running from the two *out* terminals of the dip switch to the head lamps.
4. Remove the cable running from the tell-tale to the dip switch.
5. Run a heavy cable from the *out* terminal of the side lamp switch to the *in* terminal of the dip switch.
6. Run heavy cables from each of the two *out* terminals of the dip switch to the two *in* terminals of the double pole switch.
7. Run a cable from one of the *in* terminals of the double pole switch to the tell-tale.
8. Run heavy cables from the two *out* terminals of the double pole switch to join up with the two pairs of head lamp cables which have been disconnected from the dipper switch in 3, above.

When the side lamps are switched on the tell-tale will light up in one of the dipper switch positions, but not in the other, before as well as after the head lamps are switched on.

If a suitable double pole switch cannot be obtained, a substitute can be made by harnessing together two single pole push-pull switches side by side in such a way that they can be operated simultaneously.

Goring Heath, Oxfordshire.

A. H. JONES.

Long Forgotten

Further Recollections

[65595].—I have read with considerable interest various letters under the heading "Long Forgotten." Because of absences I may not have seen all the letters, but those which I have seen do not mention some very old relics. They are the Siddeley Deasy, the Albert, the Hammond, the Day-Leeds, Alldays and Onions and Sheffield Simplex.

As regards the Hammond, I believe only a few were made. The Albert had a radiator shell like the Rolls-Royce's in appearance and an aluminium bonnet. So far as the Alldays and Onions is concerned, my father had one of these when I was a boy. It was a most reliable car, but it was virtually impos-

sible to change down on it when running, despite the greatest skill in double de-clutching.

I well remember my father driving it one January through quite thick snow and icy patches on the hilly road from Wallasey across the mountains to Corwen, a run which to-day I would never dream of making under similar conditions. My father got away with it, of course, because the car had very little acceleration and practically no brakes, so there was no question of trying to play funny tricks.

I drove a Sheffield Simplex in 1918. This car, of course, was getting near the Rolls-Royce class of that day and was of a very advanced design. It was very powerful and fast, had drilled connecting rods and drilled pistons and would carry six passengers very comfortably.

J. L. MILLER, M.I.E.E.

Liverpool, 23.

The Perry, in Particular

[65596].—I have been most interested in the letters mentioning early cars, especially the Perry. These vehicles were designed by Mr. C. T. Bayliss, of Birmingham, for the Perry Car Company.

They were manufactured until the first world war, and after this the company was sold to Bean Cars. There are two two-cylinder Perry cars in existence, and I own and use, during the summer months, what is believed to be the only remaining example of the four-cylinder car. This left the factory in May, 1914. This machine is entered, during the season, for most of the Veteran Car Club's events and I should be pleased to show it to any old-time motorist who might be interested.

Woking, Surrey.

S. J. HUMPHRIES.

The Truth About the Trumbull

[65597].—On reading Mr. A. E. Stanford's letter [65555] about long-forgotten cars, mentioning, as he puts it—"the Trumbull"—this struck a chord and I turned up one of my old periodicals which, like the Trumbull, is long defunct, and there it was. About that time there were a few running in Leeds, but very little was heard about them.

In passing, I might mention two cars which I do not remember being mentioned in this correspondence. One is the Angus Sanderson, made, I believe, in Newcastle [later in London.—Ed.], and the American Briscoe, a sample of which I once owned and the chief beauty of which was a habit of dropping the propeller shaft out at the front end, causing some interesting moments. Luckily, the shaft was so flimsy that it bent on contact with the road and just did not manage to upset the whole contraption.

C. STEVENSON.

Leeds, 1.

[The Trumbull was an American light car which sold for £148 in this country in 1914. The four-cylinder engine was rated at 14-18 h.p. and had a bore and stroke of 73 × 102 mm. Petrol consumption was 35 m.p.g. and the maximum speed was 45 m.p.h. The Splitmore magneto, referred to by Mr. Stanford, was, in fact, a Splitdorf, also of American manufacture.—Ed.]

"Hendon Way"

Do Not Hug the White Line

[65598].—I read with great interest the article "Hendon Way" in *The Autocar*, April 2, and the subsequent correspondence but I felt a little disturbed about one point. This is the proposition that when one is rounding a left-hand bend the best position to adopt is in the middle of the road, hugging the white line; the basis is, apparently, that a better view round the corner is obtained. This is indisputable.

It is not the first time I have heard of this idea. In one of the newspapers the case was recorded where a driver had been fined for careless driving after being involved in an accident with a police car. On his behalf it had been put forward that the police car had not been as close to the left as possible and the constable concerned had stated in reply that that was how he had been instructed to drive round a bend.

It seems to me that this idea is nothing more than a dangerous extension of the apparently widely held opinion that the white line divides the road into two halves, one which is mine and one which is yours, and woe betide anyone who crosses over.

Surely it is the law (probably common law, not statute) that roads are for the purpose of passage and, consequently, that if the driver of a vehicle has sufficient width of road for his vehicle plus reasonable space on each side he has all he is entitled to. By long-established custom, which has the force of law, he must drive on the left and certainly he has prior entitlement to that width of the road. It does not appear to me, on the other hand, that any driver is entitled to any other part of the road—whether

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2nd M. Trintignant (**FERRARI**)
3rd S. Mantovani (**MASERATI**)

PAU GRAND PRIX

- 1st J. Behra (**GORDINI**) 62.62 m.p.h.
2nd M. Trintignant (**FERRARI**)
3rd R. Mieres (**MASERATI**)

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CORRESPONDENCE

continued

he is still within the white line or not, and whether he is proceeding on a straight road or round a bend or anywhere else. This is subject to other traffic. On a road completely open and devoid of other traffic a driver may make use of the whole width of the highway if he pleases.

I am not advancing that if a driver has to move away from his near-side kerb because, say, he is overtaking a cyclist he has no greater priority to the road up to the middle than is possessed by oncoming traffic. Obviously he has.

In my opinion no driver should hug the white line when it is possible for him to keep close to his left side unless he knows the way is clear.

L. SCOTT.

Fareham, Hampshire.

"Danger at the Cross-roads"

Stone Throwing by Glasshouse Dwellers

[65599].—As you rightly state ("News and Views," April 9), the case of a motorist who was charged with driving dangerously for passing over a Wokingham cross-roads at 55 to 60 m.p.h. raises extraordinary implications. Not the least of these, to my mind, springs from the evidence of the observer in the police car. According to the report he said that his car was "stationary at the cross-roads."

If it was parked there, as seems to have been the case, it must have been contravening the advice of the Highway Code, section 42(b): "Do not leave your vehicle . . . at or close to a bend or road junction." When the Berkshire police are snooping on innocent drivers, do they ignore the fundamental rules of road safety?

R. B. CRUSE.

New Milton, Hampshire.

Anticipated

Has the Anglia been Registered Yet?

[65600].—May I suggest to Mr. D. H. Page [65565] that the registration number of his firm's missing 1947 Ford Anglia—CJC 765—must be incorrect?

CC and JC are the two index marks issued alternately by the Caernarvonshire County Council. The issue of numbers in the CCC series has recently started, and these will need to be finished before the first CJC numbers appear.

The number quoted by Mr. Page, therefore, is not likely to be issued for some months.

A. W. OWEN.

Caernarvon.

Manners Makyth . . .

Room for Improvement Among Motorists

[65601].—As a motorist of some 27 years' experience I am amazed by the lack of courtesy on the part of a large number of motorists and their complete disregard of M.O.T. regulations.

This has a disturbing effect on their fellow-motorists and other road users . . . including pedestrians.

I do not believe that a compulsory official driving test will have the slightest effect, but I venture to suggest that the fullest use of police road patrols would have a considerable influence for the better.

H. J. GLYDE.

Swansea, Glamorganshire.

Foreign Touring

Associations' Fee Does Not Cover Expenses

[65602].—The article "Trips Without Triptyques" in *The Autocar* of April 16 implies that foreign touring service is a profit-making business for the A.A. and the R.A.C.

That is quite incorrect. The reverse is, in fact, the case. The income from foreign touring fees does not meet the cost of this service. The balance must therefore be found from the general funds provided by subscriptions, which make possible all the other services available to members. The carnet itself—virtually a series of triptyques between one set of covers—is obviously an essential part of the service, but by no means the be-all and end-all of it. The fee of £3 covers in addition:—

Port services at home and abroad—necessitating the maintenance of fully staffed offices in Britain and on the Continent at all the principal ports and air ferry terminals handling motor traffic, and co-ordination of cross-Channel reservations.

Foreign routes, maps and other publications giving details about hotels and garages, all of which call for a complex and ever-expanding organization for collecting, collating and publishing the information.

A Continental breakdown service which provides free trans-

port by rail of a vehicle which is damaged or broken down beyond local repair from any place in Western Europe to the nearest Channel or other Continental port, and, through reciprocal arrangements, help from European motoring associations and clubs in the event of trouble on the road.

Motorists have, in fact, the choice between making their own arrangements for documents, shipping, Customs negotiation and so on—as outlined by Mr. Llywelyn Jones—or alternatively placing the whole complicated business in the hands of a motoring organization which will relieve them of all the work and worry in return for a fee which your Assistant Editor, Michael Brown, described in your columns as recently as March 12 by the words "At £3 it is, I insist, cheap."

K. L. KELLY.

Fanum House, Secretary, The Automobile Association.
New Coventry Street, London, W.1.

A. W. PHILLIPS,

General Manager, The Royal Automobile Club.
83, Pall Mall, London, S.W.1.

"Which Time Adorns"

Motoring at Its Best in the 'Thirties

[65603].—I was very grateful to your excellent journal for having given the opportunity to younger readers of seeing motoring at its best in the early 1930s. I refer to the article "Which Time Adorns" (*The Autocar*, April 9), which really awoke the imagination of one who was not even born when that magnificent 8-litre Bentley first rolled out of the Bentley works.

Could we have more articles in this vein, as I am quite sure that the older readers enjoy an opportunity for thinking back as much as the younger readers enjoy being taken back to these early days?

HENRY ROE.

Aberdeen.

Easy Starting

An Austin Modification

[65604].—By no means all present-day motorists will have heard of "starting on the switch," as the early Phantom I Rolls-Royce instruction book called it and then described how to do it.

Provided a piston is on the firing stroke and its combustion chamber is charged with the necessary gaseous mixture, rapid manual opening of the contact breaker points will bring about the necessary spark, thus firing the charge in that cylinder and starting the engine.

I have just had fitted to my Austin A.135 a hand ignition control and, much to my delight, find that it works perfectly with this engine: I am wondering if any harm might result with only four main bearings.

R. S. SCHREIBER, Major.

Woodbridge, Suffolk.



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Cooper beats Maserati at SNETTERTON

B.R.M. Has Easy Victory in Formule Libre Event

APART from the disadvantage of a very small entry in two of the events, the meeting run by the Aston Martin O.C. at Snetterton last Saturday was successful and exciting. Of primary interest was the duel between the 2-litre Maserati of Salvadori and Tony Crook's Cooper-Bristol, and the behaviour of the B.R.M. in its latest form against all comers in the *formule libre* scratch race. The weather was rather cold and windy, but the course stayed dry and speeds were well up to standard for this ex-airfield Norfolk circuit.

The meeting began with a one-hour speed trial in which all the entrants qualified for a first-class award, then the racing began with a five-lap scratch race for sports cars of up to 1,100 c.c., run concurrently with the event for cars of up to 2,000 c.c. With due respect to the smaller cars, it may be said that the 2-litre battle between the Maserati of Roy Salvadori and the similarly sized Cooper-Bristol of T. A. D. Crook stole attention in this event. Crook led at the start and through the early laps, but Salvadori managed to get by for a brief period. Then Crook was back in the lead, and although the Maserati pressed hard it could not get by and Crook was over the line first.

Ironically, the two cars were painted red (Cooper) and green (Maserati), and as is so often the case the red car was on top. In the event for cars of up to 3-litre capacity the duel was continued and once



One of the two most exciting duels of the day's racing at Snetterton was that between the 500 c.c. Coopers of L. Leston and J. Russell. As in the picture above, Leston led for all but one moment of the race, to win by a matter of a few feet.

again Crook was clearly on top, although the Maserati was pressing hard. Cliff Davis' Tojeiro was third, but well behind the other two. Jaguars dominated the over 3-litre section in the same race, which, despite the superiority of Crook, was officially won by the Type C of D. C. Truman.

Handicapped Astons

C. H. Sutcliffe won the 1½-litre handicap for Aston Martins, and P. A. Everard won the similar event for Astons of over one and a half litres, but in the second event there were but four starters and interest was accordingly limited. But after these two races for Astons came the first of the season's events for the E.R.A. anniversary trophy. This race resulted from the decision of Humphrey Cook, a founder-member of the original E.R.A. firm, to present a trophy for competition during the season because 1954 is the 21st anniversary of the *marque*. This was the first race, but it was a pity that the car of Graham Whitehead blew up in practice, and that the starting line was occupied by only three cars. For much of the race the small field was led by A. W. Birrell, but in the later stages of the race the car's engine started cutting out, and J. D. Lewis took and held the lead, with J. Williamson third.

Apart from the earlier Crook-Salvadori struggle, the formula 3 race was certainly the most exciting, with the works Cooper-

Norton of L. Leston fighting with the similar Cooper of J. Russell. Russell drove splendidly and was never more than a very few feet behind Leston. On several occasions he was almost level, and once took the lead. As they went down the main straight Leston constantly tried to shake Russell out of his slipstream by swerving about, but as he swerved so Russell moved with him. One had the strong feeling that Russell will be a power to be treated with respect in future events.

Second Again

Next came another handicap, with Salvadori managing second place once again, this time behind the Jaguar XK120 of M. G. Connell, with Jaguars also gaining third and fourth places. After that came the main event of the day, for there is no doubt that as far as the general public is concerned an appearance of the B.R.M. still has an almost magical attraction. On this occasion Ron Flockhart was driving the latest version of the car (but still with the supercharged 1½-litre engine) against the opposition of Connaughts and Cooper-Bristols. It would have been a very poor reflection on the B.R.M. if it had not won, but in this event there was no doubt that it was in full command, running like a watch to win by a very big margin.

Public support for the day's racing was good, and even though there was a rather long interval between events, and one race was permitted to run a lap longer than the advertised distance, it was a good day.

PROVISIONAL RESULTS (lap distance 5.7 miles).
Scratch race for sports cars (5 laps): Up to 1,100 c.c.: 1. B.M. 950 (D. R. Moore), 59.27 m.p.h.; 2. Lotus-M.G. 1,052 (R. R. Rayner); 3. M.G. Spi 1,096 (S. A. Mitchell). **Up to 2,000:** 1. Cooper-Bristol 1,571 (T. A. D. Crook), 81.95 m.p.h.; 2. Maserati 1,566 (R. Salvadori); 3. Tojeiro 1,571 (P. C. Davis). **Up to 3,000:** 1. Cooper-Bristol 1,571 (T. A. D. Crook), 82.59 m.p.h.; 2. Maserati 1,566 (R. Salvadori); 3. Tojeiro 1,571 (P. C. Davis). **Over 3,000:** 1. Jaguar 3,442 (D. C. Truman), 81.22 m.p.h.; 2. Jaguar 3,442 (B. Baxter); 3. Jaguar 3,442 (R. Prothero). **Handicap (5 laps) for Aston Martins:** Up to 1,400 c.c.: 1. 1,405 (C. H. Sutcliffe), 61.50 m.p.h.; 2. 1,495 (A. B. Stewart); 3. 1,495 (W. B. Fowler). **Over 1,400:** 1. 2,540 (P. A. Everard), 75.22 m.p.h.; 2. 2,560 (P. Defcy); 3. 2,922 (J. E. G. Stevens). **E.R.A. racing cars (10 laps):** 1. 1,948 s (J. D. Lewis), 79.40 m.p.h.; 2. 1,488 s (A. W. Birrell); 3. 1,468 s (J. Williamson). **Formula 3 (10 laps):** 1. Cooper-Norton (L. Leston), 79.81 m.p.h.; 2. Cooper-Norton (J. Russell); 3. Kieft-Norton (D. Parker). **Sports car handicap (10 laps):** 1. Jaguar 3,442 (M. G. Connell), 72.02 m.p.h.; 2. Maserati 1,788 (R. Salvadori); 3. Jaguar 3,442 (J. Farrow). **Formula libre (10 laps):** 1. B.R.M. 1,488 s (R. Flockhart), 89.01; 2. Cooper-Bristol 1,971 (H. Gould); 3. Connaught 1,960 (L. Matt).



Ron Flockhart's re-styled Mark V B.R.M. wins the ten-lap *formule libre* race. Just visible is the new bridge to the paddock area.

DERBY BRIGHTS

N. A. Kennedy, whose bright yellow hat toned with the left side of his Harfeach, about to assault a section.



A VERY fresh north wind produced some red noses amongst the large crowd of spectators and 40-odd entrants in the Lancashire and Cheshire Car Club's day in the hills. Starting from the Bull-i'-th'-Thorn Hotel on the Buxton-Ashbourne road last Sunday, the route card led the competitors to Slack 1 and 2 and then dropped down from Axe Edge to three sections amongst the grass and rocks of a small hill.

Section 1 wound its way up through the tapes with two left-hand bends in quick succession, the first of which got cut up by spinning wheels and the second had a large rock outcrop to catch the unwary.

The sting of Section 2 was at the top of the hill. Coates' N.H.C. was as good as any, the car being notable for the extreme camber of the front wheels. Broadhead came up well, but his cheerful grin changed to a look of consternation as the bump at the top lifted the bonnet of his Cotton vertically.

After the lunch stop, the first section was Woodale 2, part of which had been used in the morning. Again grass, rocks and sheer gradient on the upper reaches were the obstacles.

Following Woodale came the two electrically timed special tests, times which were to be used in the event of a tie. The first, a to and fro round a marker, and fro and to round the marker again, demonstrated to many that they could do with more lock and Atkinson was one of the few to manage to complete the test without any unnecessary reversing. The second consisted of rushing into a taped garage and out again, due excitement for all being provided when, on rushing out to the "finish" line of the second test, competitors found themselves face to face with those intent on getting over the line of the first test as fast as possible!

The long climb up out of the valley which constituted Cowlow bothered none, although the rocky surface three-quarters of the way up caused a bit of wheelspin here and there.

PROVISIONAL RESULTS.

Quick Trophy: J.A.P. Bassinet 998 (A. D. Alldred).
Kukia Brewer Trophy: R.M.S. 1,172 (A. W. Liller).
Higher Road Trophy: Oliver 1,172 (J. D. Hollingworth).
Mawley Trophy (Best L. and C.C.C. member): Harford III 1,172 (N. Quirk).
Town Trophy: Southern Team: Cotton 1,172 (R. Chappell).
P.A.B. Special 1,172 (P. A. Barden). Cannon V 1,172 (M. R. E. Cannon).
Best Novice: Dellow 1,172 s (W. E. Oliver).

PALATABLE BEVERIDGE

THE Scottish Motor Racing Club's half-litre meeting at Kirkcaldy last Saturday was made particularly interesting by the renewal of the standing duel between Ninian Sanderson (Staride) and Charles Headland (Martin-Headland).

In a programme consisting of two races in which there were five-lap heats and ten-lap finals these antagonists won their heats in each case and met in both the finals. The twisting, narrow circuit so very pleasantly set in the attractive and well-wooded Beveridge Park demanded a deal of courage for the double duel and, in the second spasm, had the race gone on for but another lap, Sanderson might finally have bested Headland to make the ideal conclusion to the day's sport for Scottish spectators, who had already seen the lap record for the circuit go by the board.

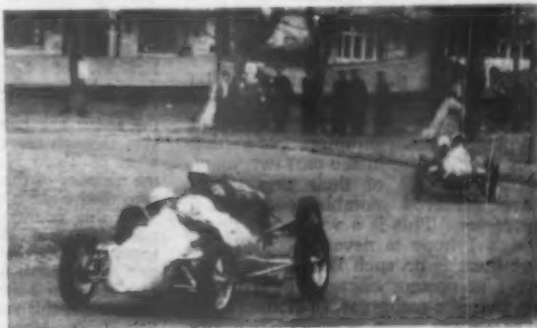
Mishap

Among the drivers well worth watching was I. L. Bueb of Ecurie Demi Litre, in his well turned out dark green Cooper. Oldham driver, E. H. Thornton (Cooper-J.A.P.), was making his first appearance on the circuit and it was unfortunate that,

in coming out of Railway Dip, his car went off the track and on to the grass, thence among the spectators, who, luckily, had appreciated what was happening and managed to get fairly well clear, so that there were but three minor injuries and Thornton was unaffected.

The racing was always interesting but best were unquestionably the finals. The entry was not so strong as it might have been, and the mortality which pervades the mechanism of half-litres took its usual toll. Thanks must therefore go to Scott Bloor of Oldham who, in practice, encountered big-end trouble and, generously, supplied spares that enabled other competitors to continue.

C. Headland (Martin-Headland) and N. Sanderson (Staride) fight it out in the final of the first race, with J. Bueb's Cooper bringing up the rear.



SWANNING AROUND

WITH the idea of introducing as much variety as possible into their Riverside Rally on April 24 and 25, the Hants and Berks club divided it into a number of more or less self-contained sections, bringing in most of the normal hazards of rallying and adding a touch of crossword puzzle and treasure hunt for good measure.

The 56 cars started where they liked, one having chosen the Isle of Wight for the purpose, and signalled its start on Saturday by telegram. The farther away the start, the lower the scheduled speed that was called for, and in the fine weather of the weekend many scored the full 100, or 98-99 marks. Intermediate telegrams were sent from points en route. With D as crow's-flight distance between start, intermediate points and finish, and V as average speed, marks were calculated on:—

$$(D + 5V - 175) \times (275 - D - 5V).$$

25

Phyllis Court, at Henley-on-Thames, was an agreeable and gracious finishing point and headquarters.

After rallying, everyone went off on a night navigation section, from a marked map provided, followed by another section, from Ordnance Survey references, and a daylight section, "by observation following a route card." All except a bright few scored no marks on the last, and indeed, some clues required rather specialized knowledge of such matters as horse diet. The last foray from Phyllis Court was for a series of manœuvring tests, and all returned for lunch.

Best performance challenge trophy and replica: Austin A.10 Sports (A. R. Greig, G. R. Whiteaway, navigator D. M. Mann), 450.5 marks. Glass 8: Standard Fourteen (L. W. Platt, navigator J. Higginson), 430.
In Rally, Sunbeam Alpine (J. Sunley and T. A. M. Pigott), 426 marks. 4. M.G. TC (R. P. N. Stark and J. A. Ambrose), 405.8. 4. M.G. TC (K. Sloman and D. Rayner), 392.2. 4. Bentley Mark VI (C. B. Davis, P. Scheffers and D. Weisk), 356.2.

RESULTS (lap distance 1.375 miles).

First Race.
Heat 1: 1. Staride (N. Sanderson), 61.1 m.p.h.; 2. Cooper (J. K. Hall); Heat 2: 1. Cooper (J. L. Bueb), 56.6 m.p.h.; 2. Cooper (K. O. Greenall); Heat 3: 1. Martin-Headland (C. Headland), 62.5 m.p.h.; 2. Cooper (T. Dickson). Final: 1. Martin-Headland (C. Headland), 63 m.p.h.; 2. Staride (N. Sanderson); 3. Cooper (T. Dickson); 4. Cooper (J. K. Hall).

Second Race.
Heat 1: 1. Martin-Headland (C. Headland), 59.75 m.p.h.; 2. Cooper (K. H. Thornton); Heat 2: 1. Staride (N. Sanderson), 61.9 m.p.h.; 3. Cooper (C. M. Mauritzsen). Final: 1. Martin-Headland (C. Headland), 63.5 m.p.h.; 2. Staride (N. Sanderson); 3. Cooper (C. M. Mauritzsen); 4. Cooper (J. L. Bueb).

Fastest Lap (record): (1st) C. Headland and N. Sanderson, 1m 16.8s, 65.5 m.p.h.

THE SPORT

by

J. A. Cooper

To gain experience under racing conditions, a works-entered Triumph TR2 is to be driven in the Mille Miglia by M. Gatsonides and Ken Richardson, chief test driver for the company (at the wheel). The car is fitted with twin curved aero screens and also has plastic extensions on the doors. The engine has a light alloy sump—a standard optional extra; and the car has Al-fin brake drums and wire wheels.



NO ROOM AT EARLS COURT • MILLE MIGLIA • TULIP RALLY

IT has apparently been decided by the Society of Motor Manufacturers and Traders that there will not be sufficient room in the Earls Court London Show this autumn to permit the showing of British racing cars, which has been a feature of the Show for the last couple of years. This is a strange and regrettable decision, for it is frequently—and, I am sure, correctly—stated that the successes of British cars in international competition have a beneficial effect on the sales of this country's products in export markets.

Is this, then, to be taken as another indication of the fact that this Society is inclined to frown upon racing as not really worthy of its notice? Some past events have tended to create that impression, but of late it has seemed that the august body was at last becoming alive to the fact that racing both improves the breed and assists the problem of disposing of the offspring in return for dollars and other much-needed currency. It is difficult to believe that the admittedly acute shortage of space in the exhibition building is really the principal reason for the decision; the display of racing cars has never been allotted more than a very small amount of stand space in a rather insignificant position. No, perhaps it is necessary to look a little further among the possible causes of such a step.

It may be that a pointer can be seen in the apparent concession contained in the further statement that manufacturers exhibiting production cars may also, as in the past two years, show examples of their cars which have achieved notable competition successes. This is a very good thing, which I hope is never reconsidered; but there is no such British manufacturer at present engaged in the production of a racing car, as distinct from a sports car which is raced. It would

be invidious to suggest that any exhibiting manufacturers could be so short-sighted as to support the restriction in the belief that some of their own thunder could be stolen by the racing car exhibits in the corner of the hall; on the other hand, it is undoubtedly a return to the closed shop principle whereby no car may be shown which is not the product of a member of the Society.

I shall hope that further consideration be given to this problem and a corner stand still spared for the unquestionably popular exhibit of racing cars. Then, if a British-built car does score a considerable success in this year's international racing car events, we may at least be permitted to see it on show, and not have to be content with the sight of odd components here and there in the accessory and even the marine sections of the Show.

TOMORROW night the first of the hundreds of cars engaged in this year's Mille Miglia will set off from Brescia in the time-honoured run, approximately 1,000 miles in length, down the eastern side of Italy and up the western side, eventually—if fortune smiles on them—to regain their starting point on Sunday afternoon. Prominent among the small British entry this year are the DB3S Aston-Martins of Peter Collins and Pat Griffith, the Jaguar-engined sports H.W.M. of George Abecassis, three Austin-Healeys and the Triumph TR2s of Leslie Brooke and Gatsonides. This year the route has been slightly amended to pass through the town of Mantua, birthplace of Tazio Nuvolari, as a tribute to the memory of that now legendary driver, who died eight months ago.

In this country, the Half-Litre C.C. holds another Brands Hatch meeting tomorrow, starting at 2 p.m. In all, 75 cars are entered; for the first time, sports cars of up to 2-litre capacity will be seen in action at this venue, among them being Salvadori's Maserati, Gerard's Frazer-

Nash, Cliff Davis' Tojeiro and Horace Gould's Kieft. Among the 1½-litres are Coombs' Connaught and the Lotus-M.G.s. of Gammon and Chapman, the second of these being the new streamlined version. Among a large entry of formula 3 cars are Parker's Kieft, Bicknell's Revis and the works-entered Coopers of Leston and Stuart Lewis-Evans, so there should be keen competition for a new lap record in this class.



THE Tulip Rally is now nearing its end in Holland; this year there are 247 entries for this excellent event, and 58 of them emanate from this country. For the first time, the R.A.C. has nominated five of these entries to form a team to represent the national club in the contest for the Inter-Land Trophy. This is restricted to teams from national clubs, and will be awarded to the team putting up the best aggregate performance by three cars (the best three to count in each case). The R.A.C. team consists of the Frazer-Nash of W. C. N. Grant-Norton, F. P. Grounds' Jaguar, T. C. Harrison's Ford, and the Sunbeam-Talbots of P. C. E. Harper and A. G. Imhof. A report of the event will appear in next week's issue.

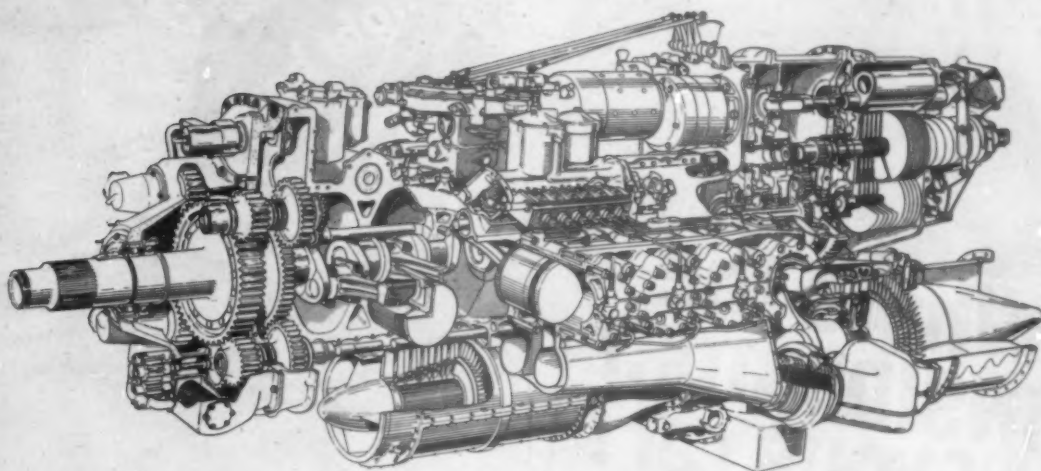
Alvis: J. W. E. Banks; Armstrong Siddeley: S. R. Taylor; Aston Martin: M. O. Gillies; Austin: J. A. Walker; Austin-Healey: T. N. Hickley; E. D. Fraser; Bristol: A. Meredith-Owens; J. W. S. Utley; Ford: E. N. Brinkman, M. B. Colbeck, Mrs. J. Cooke, Hon. P. I. Cunliffe-Lister, J. W. Fleetwood, T. C. Harrison, H. J. Judd, J. H. Kemsley, Mrs. N. Mitchell, R. W. Phillips, J. G. Reece, J. Risk, R. H. Sleigh; Frazer-Nash: G. N. Burgess, W. G. N. Grant-Norton, D. H. Murray, H. C. O'Hara Moore, Sir E. D. W. Verner; Hillman: P. T. Trevelyan-Jones; Humber: H. Pimrose-Bedford; Jaguar: J. P. Boardman, Lord Carnegie, F. P. Grounds, E. J. Haddon, P. Lee, R. H. Wilkins; Jowett: H. W. Burke, S. Eddy, W. Edwards; M.G.: R. S. Parkin; Morgan: B. O. Wolfson; Porsche: A. T. Shaw; Riley: J. W. Bowdage, J. G. Hadley, Mrs. O. I. Johnson; Rover: E. C. Bayley, Miss H. N. Dunham; Sunbeam-Talbot: L. Bird, K. Elliott, P. Harper, R. F. Holland, A. G. Imhof, G. Moss, J. P. H. Orr, S. Rostrom, J. H. Suter, Miss S. Van Damme; Triumph: V. Cooper, O. Grant, W. Scott.



REGULATIONS are now in course of preparation for the 1954 edition of the Travemunde Rally, to be run from June 23 to 27, organized by the Allgemeiner

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THE SPORT . . . continued

Deutscher Automobil-Club. This is an interesting event, for competitors may choose their own starting points: the first part of the rally is a 37-hour drive to Freiburg, in which a 60 k.p.h. average as the crow flies must not be exceeded and therefore the maximum distance permissible, also as the crow flies, is 2,220 kilometres, or 1,379 miles. During this distance competitors must pass through at least five scheduled rally controls, scoring 100 bonus marks for each one (the more the merrier); there is a formula giving extra marks for the distance covered from the starting point to the first control, once again as the crow flies.

Then comes the timed 12-kilometre hill-climb of the Schauinsland, near Freiburg, and thereafter a 24-hour drive over a set route to Travemünde; finally there is an acceleration and speed test on the Hamburg-Lubeck autobahn. Quite a rally!

Cars eligible are divided into four main categories: normal series production cars (sub-divided into 750, 751 to 1,300, 1,301 to 2,000, and over 2,000 c.c. classes), Grand Tourisme touring cars, special series production cars, and production sports cars (sub-divided into under- and over-1,300 c.c. classes). Entries at single fees close on May 22, and at double fees on June 5. All enquiries to the organizers, Allgemeiner Deutscher Automobil-Club e.V. (A.D.A.C.) Hauptspartabteilung, Königinstrasse 11a, Munich 22, Germany.



OFFICIALS of the Swiss Automobile

Club have confirmed a recent rumour that Enzo Ferrari has expressed a wish to join that organization and to enter his cars for races under Swiss colours. This is reported to be the result of a dispute between Ferrari and the Italian national club. Ferrari is to open a branch of his organization in Lugano, in Switzerland; this does not preclude the complete transfer of his business to Swiss soil, and the new branch will be concerned only with the competition side and the sales and service of Ferrari cars in Switzerland.

THE famous Italian driver Luigi Villorosi was injured recently in an accident which occurred when he was practising in a Lancia saloon on part of the Mille Miglia course, near Rimini. His passenger was very seriously injured; Villorosi himself received a blood transfusion, but has since been stated to be out of serious danger. This is very bad luck; Villorosi, one of the most popular and best known Italian top-line drivers, has had more than his share of accidents since the war—this is the third time that he has been in hospital. I am sure that all racing enthusiasts will join with me in wishing him a speedy recovery and return to the racing scene which is his life.



THE award of the team prize in the Circuit of Ireland Trial (see pages 600-602) was wrongly announced at the end of the event, and is therefore incorrectly quoted in the results. The winners of this award were "The Agonists," consisting of the M.G.s driven by W. R. Chambers, D. A. Wilkins and W. I. Morrison. The team of Triumph TR2s (R. Dickson, D. S. Done and Miss Mary Walker) took second place.

CLUB NEWS

Falkirk and D.M.C.—The club were lucky to pick perfect weather for the President's Trophy Rally, held on February 27 and 28. A complicated road section and three driving tests gave the entry a good run. A notable feature was the performance of the new Ford Anglias.

Results: President's Trophy, Singer (J. A. Morrison). Class Awards: Closed Cars: up to 1,500 c.c.: Ford Anglia (G. W. Smiley); over 1,500 c.c.: Jaguar (J. Hally). Open Cars: up to 1,500 c.c.: Singer (J. A. Morrison). Over 1,500 c.c.: Morgan (H. F. Sturrock). Best initial performance: Austin (W. Galloway). Team Award: Riley (H. Ballantine and I. Welch).

Eastern Counties M.C.—Entries for the fourth annual 400-mile Felixstowe Rally, to be held on May 29 and 30, close on May 7 (or May 14, at extra fee). Invited clubs are the B.A.R.C., East Anglian M.C., Thames Estuary A.C., London M.C., M.G.C.C. West Essex C.C., and S.C.C. of Norfolk.

COMING SHORTLY

APRIL 25-MAY 1.—Tulip Rally, Holland.
MAY 1.—Half-Litre C.C. Race meeting, Brands Hatch, near Fawkham, Kent, 2 p.m.

1.—B.A.R.C. Members' meeting, Goodwood, near Chichester, Sussex, 2 p.m.

1.—Vintage S.C.C. Race meeting, Silverstone, near Towcester, Northamptonshire, 12.15 p.m.

1.—Isle of Wight C.C. Hill-climb, Cascade Hill and Hamborough Road, Ventnor, 2 p.m.

1.—Torbay M.C. Torbay Rally, starting from Plymouth, Taunton and Torquay.

1.—Bristol M.C. and L.C.C. Naish Rally and Gymkhana, Lamb and Flag Hotel, Cribb's Causeway, Bristol, 1.30 p.m.

1-2.—Mille Miglia, Italy.

1-2.—Marcelles race meeting, France.

1-2.—Sunbec. Llandudno Rally, Llytleton Arms, Hagley, Worcestershire, 8 a.m.

1-2.—Wolverhampton and South Staffs C.C. Night navigation rally, Staffordshire Motor Tyre Co., Chapel Ash, Wolverhampton, 12 midnight.

2.—Southsea M.C. Timed trials, R.A.F. Station, Thorney Island, near Emsworth, Sussex, 2 p.m.

2.—Welsh Counties C.C. May Rally.

2.—Singer O.C. Inter-club driving tests, Bovingdon, Hertfordshire.

2.—Lothian C.C. One Day Rally.

2.—V.S.C.C. Light car section rally, Market Place, Thame, Oxfordshire, 12 noon.

2.—Allard O.C. Rally, King's Head, Capel, Surrey, 12 noon.

8.—Veteran C.C. (S.E. Section). Brighton Rally and Timed Run, Madeira Drive, Brighton, 10 a.m.

8.—West Hants and Dorset C.C. Race meeting, Ibsley, near Ringwood, Hampshire, 2 p.m.

8.—Bentley D.C., Vintage S.C.C. and Forces M.C. Tidworth Regularity Rally, Officers' Club, Tidworth, Hampshire, 5 p.m.

8-9.—Bordeaux race meeting, France.

8-9.—Sable-Solesmes Rally, France.

8-9.—North Devon M.C. Ilfracombe Rally, starting from Ilfracombe, Bristol, Plymouth and Salisbury, 10 p.m.

8-9.—Riley M.C. Inter-centre team trial, starting from Nottingham, Manchester and Leeds, 8.30 a.m.

9.—Naples G.P., Italy.

9.—Bugatti O.C. Hill-climb, Prescott, near Cheltenham, Gloucestershire.

9.—United Hospitals and University of London M.C. Rally and driving tests, Waterfall Restaurant, London Road, Virginia Water, Surrey, 10 a.m.

9.—Sunbeam Register. Gloucestershire Rally, Hare and Hounds Hotel, Westonbirt, near Tetbury, Gloucestershire, 12.30 p.m.

9.—Public Schools M.C. and Incorporated Auctioneers C.C. Gymkhana, Hemmings Farm, Whelpley Hill, Bovingdon, Hertfordshire, 2.15 p.m.

9.—Liverpool M.C. Driving tests, U.S.A.F. Air Base, Burtonwood, near Warrington, Lancashire.

9.—Alvis O.C. (Southern Section). Treasure hunt, Tring Hill Guest House, Tring, Hertfordshire, 12.15 p.m.

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CLUB NEWS

continued

The rally starts at 3 p.m. from three starting points—Chelmsford, Newmarket and King's Lynn. A concours d'élegance will be held on May 30 after the rally. Regulations and entry forms are available from H. F. Murland, 28a, Church Street, Woodbridge, Suffolk.

Taunton M.C.—Intended as an event in which all club members could compete on an equal footing, the club's first Rally Trial, held recently, included driving tests and a course through the Quantock Hills. Results are as follows:—

Saloon Cars. Below 1,200 c.c.: Ford Anglia (M. Hillery), 131.5 marks lost. Above 1,200 c.c.: Riley (L. Griffiths) 107.5 marks lost. **Best Sports Car:** Morgan Plus Four (J. T. Spare), 98.4 marks lost.

Irish M.R.C.—S. Durbridge's 4CLT Maserati-engined Griffin made fastest lap (71.56 m.p.h.) and fastest average (69.11 m.p.h.) in finishing second in his 17.3-mile heat at the Phoenix Park meeting held on April 3. The results were as follows: 1, Ford Special 1,172 c.c. (R. Mellon), 53.16 m.p.h.; 2, Jaguar XK120 (R. Edwards), 61.04 m.p.h.; 3, Dellow 1,172 c.c. (I. H. Titterton), 54.19 m.p.h.

Caernarvonshire and Anglesey M.C.—The Regent Trophy Trial, held over a 45-mile course in Anglesey on the night of Saturday, March 20, ran through eight farmyards. Entries included a Land-Rover and one trials special, but small production cars proved most suitable.

Results.—Regent Trophy: Morris Minor (R. D. McNair and W. G. Jones). **Runner-up:** Austin Seven (W. H. and E. Blunt). **Spoon:** Ford Eight (W. R. Owen and J. Hughes). **Best Navigator:** W. G. Jones. **Best on Road Section:** Sunbeam-Talbot (W. Matthews).

South Wales A.C.—It was bad luck that heavy mist should have reduced visibility on the 600-yard course to only 50-60 yards for the club's first speed event this year—a hill climb at Castel Farm Hill, Llangynydd, near Bridgend, on April 4. A thoroughly sporting spirit prevailed, however, and the 45 competitors had a pleasant, though wet, day. Fastest time was made by J. A. Williamson's Bentley in 24.5s, beating C. Wick in his 51-litre Allard by half a second.

Results: Open Cars: up to 1,100 c.c.: M.O. (J. Andrews), 1.101-1.501 c.c.: M.O. Special (C. Davies), 1.501-2.100 c.c.: Triumph TR2 (M. Seal); Over 2,100 c.c.: Bentley (J. A. Williamson). **Closed Cars:** up to 1,100 c.c.: Morris (F. W. E. Rutter), 1.101-1.501 c.c.: Lancia (F. E. Morris); 1.501-2.100 c.c.: Healey (M. J. Clay); Over 2,100 c.c.: Jaguar XK120 (O. E. Davies).

B.A.R.C. (S.W. Centre).—Many records were set up at the seventh Brunton Hill Climb, held on Sunday, April 11. The weather was perfect and among the day's records were the number of spectators and the number of entries. Results are as follows:

Fastest Time of the Day: Allard (M. Wick), 25.19s (new record). **Fastest Lady:** Triumph (Mrs. J. Leavens), 26.84 (new record). **Class 1:** Renault (Mrs. B. Neate) 35.95s. **Class 2:** Morris (G. H. Williamson), 32.93s. **Class 3:** Jowett (Mrs. J. Leavens), 32.05s. **Class 4:** Sunbeam-Talbot (P. Downs), 32.0s. **Class 5:** Invicta (J. A. Shuter), 30.25s. **Class 7:** Fiat (C. Le S. Metcalfe), 30.35s. **Class 8:** Toledo (J. Flander), 27.2s. **Class 9:** Cooper-Bristol (A. P. O. Rogers), 26.38s. **Class 10:** Austin-Healey (D. W. Davies), 26.6s. **Class 11:** Cripps Special (W. L. Cripps), 25.51s.

London M.C.—The Lawrence Cup Trial will be held on Sunday, May 16, and will start from Bagshot Heath, as last year, at around 10.30 a.m. Entry forms and regulations are available from S. H. Leach, Collingwood Hall, Camberley, Surrey.

IN BRIEF

Mr. W. H. Blalock and Mr. S. F. G. Tolkien have been elected directors of Shaw and Kilburn, Ltd., 112-114, Wardour Street, London, W.1.

An interim dividend of ten per cent, less tax, has been declared by the directors of Toledo Woodhead Springs, Ltd. on the 4s shares for the year ending August 31, 1954.

Mr. T. A. Turnbull has been appointed general line representative in Perthshire, Angus, East Fife and North Argyllshire by the Avon India Rubber Co., Ltd., of Melksham, Wiltshire. Also, Mr. R. F. Pocock has been appointed general line representative at the London depot.

A special service for competitors at race meetings will be started this year by Philidas (Self-Locking Nuts), Ltd., a division of Whitehouse Industries, Ltd., of Ferrybridge, Knottingley, Yorkshire. A sales vehicle will be in the pits at many meetings, stocked with self-locking nuts in all the standard thread sizes.

A lap speed indicator has been produced by the Vacuum Oil Co., Ltd. for use at race meetings. The calculator is based on the slide rule principle so that given the length of a lap and the lap time, the speed can be read off at once. Calculators will be distributed at race meetings during the season and supplies are also available to club secretaries on request to their local Vacuum branch office.

A very neat and compact national sporting calendar has been produced by Ernest Newton and Co., Ltd., of Faraday Chemical Works, Holt Street, Bir-

mingham, 7. It is available without charge on request to the company, which now manufactures oils under the name of Newton instead of the earlier Notwen.

A main-road map of Greater London has been published by the Geographers' Map Co., Ltd., 24, Gray's Inn Road, London, W.C.1, which should be decidedly useful for those trying to find their way into or out of the Metropolis by road. All the main roads and connecting links are very clearly shown, and there is an index to streets, boroughs and districts, trunk roads, and so on. The price is 3s 6d, or 6s 6d on cloth (postage 3d).

Information Sought

Correspondence, addressed c/o The Autocar, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16899. 1947 18-85 h.p. Wolseley "V.B."—All possible information and a workshop manual.

No. 16900. Riley Twelve-Six Kestrel "R.G."—General information and a handbook.

No. 16901. 1933 Standard Avon Sixteen "W.T."—Any available information and a handbook.

No. 16902. 1937 Rover Twelve "D.E.T."—Performance data, general information and a handbook.

No. 16903. 1934-37 Lanchester Fourteen Roadrider

"T.T."—General information and a handbook.

No. 16904. 1933 Model B Vale Special "N.M."—General information and a handbook.

No. 16905. Back Numbers Required.

"S.O.R."—The Autocar for February 27, 1953.

No. 16906. Handbooks Required

"S.C.B."—1935 Daimler Fifteen.

"S.E.B."—1932 Austin Twelve-Six.

"C.R.C."—1937-38 Flying Standard Twelve handbook or workshop manual.

"D.J.C."—1939 Series E, Morris Eight.

"E.L."—1935 31-litre Lagonda.

"V.H.S."—1938 Series III, Morris Twelve.

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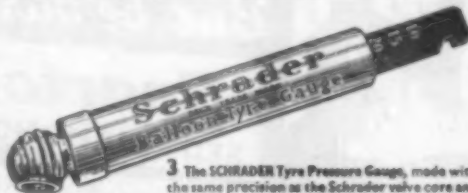
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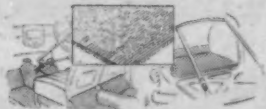
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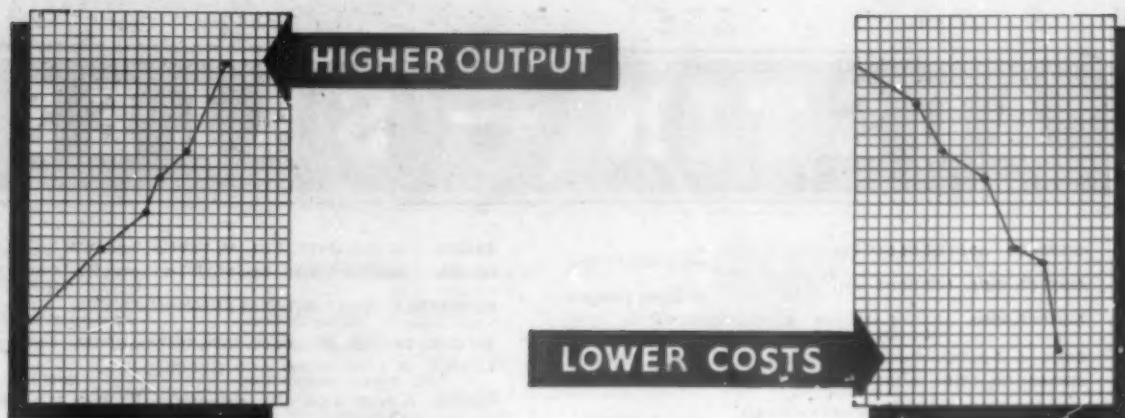
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AUSTIN A.40 Countryman. Grey.

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USED CARS FOR SALE & WANTED — SPARES & SERVICE

11 Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)
1935 (March) 16/56 A.C. drop head coupe, 4 seats, large boot, taxed; £145.—John Gordon, 61, Lancaster Mews, W.2. Paid. 9276. (C1067)
1934 A.C. 18hp fixed head coupe, racing green, good condition; going overseas; £110.—Gulliver, 14, Montague Place, Worthing. (1407)
1951 A.C. 2-litre sports saloon, green, beige leather, good condition throughout, very clean; £675.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandye 1166. (C4054)
XXX Outstanding 1950 (September) A.C. 2-litre saloon; this immaculate one-owner car (which we supplied new) has been specially finished in two shades of grey with blue leather upholstery and is most luxuriously equipped with radio, heater, screen washers, two pass lamps, bumper over-riders, rear reflectors, Ace Rimbellishers and an excellent set of loose covers; the car has a delightful performance and is a quite outstanding example of this much sought-after model; offered with a written guarantee, by the Sole A.C. Distributors for London, Middlesex and Surrey at the attractive price of £698; terms, exchange—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (C2005)

A.C. Cars Wanted
Very good A.C. wanted, 1948 to 1953.—L. A. Simons, 1, Brook Dale, Finchley, N.5. (W4065)
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)
XXX H. F. Edwards offer immediate cash for good A.C. cars.—Details please to 200, Great Portland St., London, W.1 Tel. Langham 0012. (W2005)

ALFA-ROMEO
SUPERCHARGED 8-cylinder Le Mans 4-seater, 120mph; £650.
BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembroke Mews, W.11. Ayswater 3551; after 6, Tulsa Hill, 4755. (C2009)
BARTLETT—Alfa-Romeo; large stock from £325.—27a, Pembroke Villas, W.11. (C1013)

Alfa-Romeo Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)
ALFA-ROMEO 2-seater 17/50 Zagato required by engineer, preferably unknown, and must be good condition.—Box 5013. (1323)

Alfa-Romeo Spares and Service
THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Forthmouth Rd., Cobham 2948/9. (0214/R)

ALLARD

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1949 Allard P1 saloon, this car must be seen to be appreciated, it really is immaculate throughout, coupled with a performance consistent with this make, one owner from new; 459gms.

HIRE purchase terms on the spot with no references, no formalities or guarantors, part-exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.5. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

RICHARDS & CARR—Always best value.

1951 K2 2-seater, one owner, spotless condition; £595.
1949 drop head coupe, Ekco radio, one owner, coil springs; £345.

35, Kinnerton St., London, S.W.1. Sloane 5424. (C3045)
345 gms.—Allard 1948 (late) special streamlined drop head coupe excellent condition.—Box 4916. (1653)

SPECIAL 4-seater drop head coupe, in attractive American Town & Country style, in immaculate condition throughout, many extras.—Full particulars and photograph from owner, Layton, Eaton, Norwich. (1510)

395 gms.—Allard, 1949 sports 2-seater, bronze, brown leather, high-compression cylinder heads, twin Lucas passlight, excellent condition; choice of 4 Allards; terms, exchange, 1/4; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C4018)

SALES & WANTS

Turn to page 74 for
Advertisement Form

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MOTORISTS!

ACCOMMODATION—HOTELS,
GUEST HOUSES, ETC. FOR
BUSINESS OR PLEASURE

See page 73

ALLARD

1953 Allard, low mileage, Palm Beach; £850.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. (C1050)

£395!!!—Allard 1949/50 special drop head four-seater coupe, only two owners, speedometer reads 30,000, but whole vehicle looks and runs like genuine 10,000 miles, practically new tyres, beautiful specimen, choice another; 3 months' guarantee; hire purchase, exchange.

L 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground). (C2052)

1949 4-seater drop head, new hood, new tyres, engine 5,000 miles, complete strip and reculose seal grey this month, windscreens washer, flame-thrower Marchal Fulgor horns (cost £25), P700 headlights; £325 or near offer.—12, Kirkstall Rd., Leeds, 3. Tel. 21966 or 51414. (1422)

Allard Cars Wanted

R ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Allard.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

B J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Allard.

B J. HUNTER, Ltd., 22 Cricklewood Broadway, N.W.2. Gladstone 6303. (C2046)

BARTLETT will pay more for good Allards.—27a, Pembroke Villas, W.11. Ayswater 0523. (W1013)

REQUIRED, good used Allard.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., London S.W.1. Sloane 5424. (W3045)

ALLARD 1950-51 saloon, low mileage, preferably one owner; London area.—E. G. Lloyd, Weybridge 3506. (1445)

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Baint 2841. (W3041)

ALVIS

WM
WELBECK MOTORS maintain a standard of perfection in used cars never previously achieved.—**1948** Alvis 14 drop head coupe 29,000 miles, black, red leather, Vynide hood, heater; the condition of this car is almost as new and must be the finest example in existence; our price of £635 is a little on the high side, but the unique condition justifies the small extra charge.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). (C4049)

GE
1939 very exceptional Alvis Crested Eagle 25.6hp short-chassis 5-seater 4-door 4-light coach-built sportsman's saloon by Charlesworth, most comprehensively equipped, finished in delightful black and ivory cellulose, with best quality green leather upholstery; equipped: remote-control rear box, centre knock-on wirewheels, ride-control shock absorbers, built-in ladders, tonhorns, picnic tables, built-in towbar, twin interior lights, concealed ashtray; etc.; recently fitted new tyres and batteries; a superb motor car with vivid performance, written guarantee hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. (C2009)

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1949 Alvis 14hp drop head four-seater coupe, immaculate coachwork and interior, one very careful owner-driver, mechanically as near perfect as possible, heater fitted, taxed December, 568gms.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.5. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

B J. HUNTER, Ltd., offer:—

1948 Alvis 14 saloon, engineer owned, works maintained; £465.

B J. HUNTER, Ltd., 22 Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2046)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS
BROOKLANDS: Alvis London Distributors.
NEW Alvis 3-litre sports 2-seaters.
1952 Alvis 3-litre saloon, small mileage.
1951 Alvis 3-litre 4-door saloon.
ABOVE cars guaranteed; deferred terms.
CONFIDENCE, solidity, security.
 103, New Bond St., London, W.1. Mayfair 8351-5.
Chippstead Motors, Ltd.—See our advertisement under "Sports Cars."
ALVIS Speed 20, rebuilt '53, 5,000 miles.—Cooper, 1, Thorne Drive, Newcastle-on-Tyne, 5. [1255]
1951 Alvis 3-litre 4-door saloon, twin carburetors, one owner, passed by manufacturers; 1975; choice of two.
1949 Alvis four-seater coupe, one owner, works re-conditioned engine; £595.
THE Alvis People, A. Freeman Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. [1363]
PERFORMANCE CARS—Good selection always available; written guarantee.—See under "Sports Cars."

1938 Alvis 16.9hp coupe, rebored, chauffeur condition, only 72,000 miles; £350.—Box 5089.
1951 Alvis 3-litre T.A.21, black with red leather, Dunham & Haines, 66, Castle St., Luton 2100-1. [C1079]
£595 1949 Alvis 14 convertible coupe 4/5-seater, speedometer reads 20,000, whole vehicle as new; 3 months' guarantee; bare purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2062]
1936 Alvis Crested Eagle saloon, 22,000 miles only, in superb condition; £325.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Mol. 6109. [C4053]
95 gns.—Alvis Speed 20, 1955 model Van den Plas sports saloon, green, lawn leather; terms, exchanges.—Rowland Smith, below.
695 gns.—Alvis 14, 1948 Tickford four-seater drop head coupe, one owner, carefully used; cost £1,900; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]
DISSSEL Alvis 1939 coupe, Perkins P6, approx. 10,000 miles since fitted, many extras, taxed year; £500.—Bracknell Motors, Bracknell 102. [C1309]

1950 (Jan.) Alvis 14hp saloon, green, green leather, radio and heater, one owner, perfect; £660.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1651. [C1430]
ALVIS Speed Twenty 1953, aluminium shooting brake body fitted 1950, excellent running order and appearance, 20,000; £200 or offers.—Warwick, 15, Kings Rd., Whitley. [C1445]
1947 model Alvis 14hp saloon, black, with red leather, fitted with heater, taxed to end of year, one owner only, very sound condition; £450.—Victoria Motor Works, Ltd., Queen St., Godalming, Tel. 184.
ALVIS Speed 20 four-seater drop head, l.f.s., telecon-trols, built-in jacks, P100 headlights, twin spots, etc., in outstanding condition throughout; £1,465.—Morton Motors, 18, Mary St., Balmal Heath, Birmingham, Cal. 3460. [C1467]

PARKER THOMAS & Co., Castle Rd., Southsea, offer (April) 1955 Alvis 3-litre saloon, finished black with beige interior, fitted heater, radio, screen wash, and aluminium cylinder head, one owner, mileage 15,000, whole car in superb condition; £1,375.
FOR further particulars telephone Portsmouth 74042. [C1556]

ALVIS Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]
B. J. HUNTER, Ltd., offer:—
FOR immediate purchase of your Alvis.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 4303. [C2040]
PERFORMANCE CARS urgently require Alvis'—Great West Rd., Brentford, Middlesex. Ealing 15041. [W5041]
GATEHOUSE MOTORS are buyers of Alvis cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6 Tel. Mountview 4444. [W2021]

ALVIS Spares and Service
SERVICE and spares for Alvis cars.
ALVIS, Ltd., Service Station, 832, Finchley Rd., Lon- don, N.W.11. Tel. Speedwell 7623-3-4. 'Grams, Alviscar, Gey London.
AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry, Tel. 5501. 'Grams, Alvis, Coventry.
CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.
SPARE PARTS.
SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936.
KINGSTON-ON-THAMES, Alvis agents & specialists.
G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St. Ktn. 2241-2. [C4053/R]
MANCHESTER—Alvis repaters and spares, main agents.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane Manchester, 19. Rus. 2674-5. [C4053/R]
LANCASHIRE and Cheshire sales, services and spares specialists.—Parkers (Manchester and Bolton) Ltd. Bradshawgate, Bolton (Tel. 4080), and 176 Deansgate, Manchester (Tel. Deansgate 4507). [C1038/R]

AMERICAN CARS
METCALFE & MUNDY, Ltd.
AERICAN Ford V.8 Custom convertible, 15.4.52, many extras; £695.—[C4064]
METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.3. Fremantle 5471. [C3064]

AMERICAN CARS

SIMPSON'S offer:—
RHD 1951 Nash sedan, 4-door, radio, heater, all extras, black, 25,000 miles.
1947-8 Cadillac convertible, 2-door, radio, heater, all extras, Hydramatic, cream, moderate mileage.
1952 Chevrolet, 2-door, dual brown, fitted with all extras.
1952 Chevrolet Super de luxe, 2-door, radio, heater, all extras.
1951 Chevrolet de luxe, 4-door, all extras, green, 20,000 miles.
1949-50 Chrysler New Yorker, 4-door, radio, heater, all extras, black, 25,000 miles.
1952 Ford convertible, Fordomatic gear, fitted all extras.
1949 Lincoln, 2-door, overdrive, radio, heater, all extras moderate mileage.
1951 Oldsmobile, 2-door, radio, heater, electric windows, Hydramatic, black, 22,000 miles.
1947 Oldsmobile, 4-door, colour green, moderate mileage.
1951-2 Packard, 4-door, Ultramatic all extras, colour black.
1952 Pontiac, 4-door, radio, heater, loose seat covers, colour light grey.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 545, High Rd., Wembley 5691-9.
JOHNSON'S, Ltd. of Nottingham, offer:—

1953 model Chrysler Windsor de luxe saloon, black, with blue upholstery, radio and heater fitted, nylon seat covers, whole car in unmarred condition throughout, right-hand drive with Hydramatic transmission, taxed for year, many other extras, low mileage; £2,250.
1950 model De Soto Custom saloon, right-hand drive, low mileage, immaculate condition in inside and out, Hydramatic gear change, fitted heater and radio and many other extras, colour black, a superb car; £1,500.
CONFIDENTIAL repayments and exchanges, R.A.C. or A.A. inspection invited.—Johnson's, Ltd., the Motor Agents, established 1916, 247/253, Sherwood St., Near Forest Rd., Nottingham. Tel. Nottingham 4456-9. [C1390]

1949 (November) Cadillac model 61 sedan, hydramatic, radio, heater, nylon covers, 18,000 miles, brand new condition.
ALSO under classified headings: 1953 Studebaker—A Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Blooms 5213. [C4036]
BRITISH & COLONIAL MOTORS, Ltd., offer a selection of the latest American cars, enquiries invited.—13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. (Adj. Leicester Sq. Tube Station).
1950 Model Ford Custom 2-door L.H.D. saloon, two shades, blue with grey cloth interior, radio, heater, windscreen washers, seat covers, all new tyres, new battery 100%; £595.—Below.
1947 Packard Clipper 6-cylinder de luxe saloon, fitted all extras and overdrive, reconditioned at works £350; as new £795.—Below.
1947 Studebaker Champion 4-door de luxe saloon, L.H.D., one owner from new, radio, heater, overdrive, perfect condition, 27mpg; £525.—Below.
1947 Armstrong Siddeley Typhoon sports saloon, black with grey hide, new engine, 15,000 miles, excellent condition; £595.
GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950. [C1570]

8-Passenger 1947 Packard Clipper Saloon, ideal continental touring, widest forward occasional, lavishly equipped, spacious boot, £795, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941. [C1006]
CHRYSLER Hydramatic fluid drive 8-cyl 1947 (regis-tered 1951) L.H.D. New Yorker power-operated drop head 6-seater coupe, air conditioner, push button radio, one owner, a bargain, £585.—Vandervells, 215, Haverstock Hill, Belsize Park, N.W.3. Pri. 4441. [C4037]
JOE THOMPSON MOTORS, Ltd., offer a selection of late model American cars including 1954 Dodge, 200 miles, right-hand drive, hydramatic, radio and heater, 91-95 Fulham Rd., South Kensington, Ken-sington 4858. [C4028]

AMERICAN Cars Wanted
ATENTION!!!
SIMPSON'S, The American Car Buyers require all American cars.—Wembley 5691/9903. 345, High Rd., Wembley. [W4018/R]
JOE THOMPSON (MOTORS), Ltd., require American cars—91-95, Fulham Rd., S.W.3. Kensington 4858.
BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, Adj. Leicester Sq. Tube Stn., W.C.2. Temple Bar 3588. [C1006]

ARMSTRONG SIDDELEY
P & J
PASS & JOYCE, Ltd. (England's largest distributors), offer:—
1951 Armstrong Siddeley Whitley saloon, black, one owner, synchromesh gear radio spotlights, one owner, immaculate; £775; 1 week's free trial; guaranteed; deferred terms available.—184/188, Gt. Portland St., W.1. Museum 1201. [C5049]
B. J. HUNTER, Ltd., offer:—
1953 Armstrong 18hp utility, special body, 2,000 miles only; £775.
1951 Armstrong Siddeley 18hp saloon, chauffeur driven, definitely unmarked; £875.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [C2040]
ELM AUTOSALES offer:—
1949 Armstrong Typhoon, one owner, nominal mileage, black, brown leather interior, excel-lent example; £495.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067]
HAROLD SIMONS, Ltd., offer:—
1950 Armstrong Siddeley Lancaster 4-door saloon, black, brown leather, heater, sun roof, spot light, an immaculate car in excellent mechanical condition; £595; trade enquiries welcomed; 3 months' written guarantee; free service after sale; exchanges, deferred.—Harold Simons, Ltd., 597-601, High Rd., East Finchley, N.2 (at North Circular Cross Road, 3 minutes trolley East Finchley Tube). Finchley 0052-3.

ARMSTRONG SIDDELEY

HBEART & Co., Ltd., offer:—
1948 Armstrong Siddeley Lancaster saloon, fin-ished black, brown upholstery, superbly maintained by one owner since new, nominal mile-age and in immaculate condition throughout, full details on request; £495.—102, London Rd., Kingston-on-Thames, Ktn. 1548. [C1061]
WARWICK WRIGHT, Ltd., offer:—
1953 Armstrong Siddeley Whitley saloon, grey, 14,000 miles; £485.
WARWICK WRIGHT, Ltd., 50, New Bond St. W.1. Mayfair, 9761. [C4045]
CHARLES FOLLETT, Ltd., official Armstrong Sidde- ley retailers offer:
1947 Armstrong Siddeley Typhoon saloon black, one owner, genuine 25,000 miles only, syn-chronesh, really exceptional in every way; guaranteed; £520.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works and stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]
ARMSTRONG Whitley saloon, 1951, excellent condi-tion throughout, 2.5-litre, preselector.—Woodhouse, Thorpe, Sherborne, Dorset. [C1456]
1951 Armstrong Lancaster, heater, immaculate; £625.—Vare Motors, 472, Archway Rd., Highbury, N.5. Mountview 9039 and 5306. [C2026]
1948 Armstrong Siddeley 1950, sports saloon, one owner, exceptional condition; £445.—20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]
ARMSTRONG Lancaster, 1951, one owner, 15,121 miles, exceptional condition; £445.—20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]
A maintained, radio, heater; £600 o.n.o.; available any inspection London.—Monarch 0671. [C1259]
1951 Armstrong Whitley, radio, £600, would ex-change for Armstrong Siddeley Hurricane coupe, Loughborough 2104, near Leicester. [C1442]
1946-7 Armstrong Siddeley Hurricane coupe, grey, heater, loose covers; £400 o.n.o. [C1438]
Bushey Heath 1655.

1950 Armstrong Siddeley Lancaster, one owner, extremely fine condition throughout; £575; 15,000 miles, Service Garage, Iwer, Bucks. Tel. Iwer 463. [C1512]
495 gns.—Armstrong Siddeley, late 1948 Lancaster de luxe 4-door saloon, sliding head, leather, heater, carefully used; terms, exchanges.—Rowland Smith, below.
365 gns.—Armstrong Siddeley, 1947, Hurricane drop head coupe, leather, manual gear change, heater, one owner, excellent condition; terms, exchanges, 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]
1948 Armstrong Siddeley sun saloon, mileage 16,000, dark blue, superb condition; £525.—H. & S. Motors, 23, Lancaster Mews, W.2. Park 4100. [C1529]
JACK ROSE, Ltd., offer—Armstrong Lancaster 4-door, 1951, 15,000 miles, excellent condition, 9-7 week-days and Saturdays, Wallington, Surrey, Wallington 6677. [C3056]
1951 and heater, one owner, immaculate condition; £750, 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 6262 (Tube). [C1084]
1952 (Mar.) Armstrong Hurricane, black/red leather, one owner, guaranteed 8,500 miles only, taxed year, as new; £525.—V.F.M. Motors, Ltd., Crowthorne, Sunsex 328. [C1330]
1949 Armstrong Typhoon saloon, 25,000 miles only, grey, blue leather, new tyres, taxed year; £495, terms and exchanges.—R. Motors, Ltd., Regent St., Hinkley, Leics. Tel. Hinkley 558. [C1062]
1951 (May) Armstrong Siddeley Whitley saloon, one owner, 22,000 careful miles, unusually well maintained, £775; exchanges, deferred terms.—John & Truscott, Ltd., 173, Westbourne Grove, W.11. Bay 4274. [C4035]
£545 1948—Lancaster 18hp saloon de luxe, 1950 model, late type features, bench-type rear seat, etc., excellent specimen, first class chassis and engine, all extras, Motorola press-button radio, heater, screen washers, etc., unrepeatable value.
L650 available, four Hurricane coupes 1947-1952, and two late 1952 Whitley saloons.—Camden Motors, Leighton Buzzard 2041. [C1035]
1953 (November) Armstrong Siddeley Sapphire 6-light saloon, with electric preselector gear box, black, red leather, radio, heater, sun roof, taxed mileage 2,172, licensed to 31/12/1954, as new; G. K. Hunter, Ltd., of Peterborough 2985. [C1000]
XXX Really exceptional 1947 (November) Arm-strong Siddeley Hurricane coupe, black and chromium with leather upholstery, fitted radio and heater, built-in jacks, etc., a really beautifully main-tained and most attractive example, thoroughly recom-mended and offered with written guarantee, at £395; terms, exchanges.—R. F. Edwards, 200, Great Portland Street, London, W.1. Tel. Langham 0012. [C2003]
LIMOUSINE, 18hp/1951, partition, forward occa- sional, privately chauffeured, cloth upholstery, 21,000 miles, immaculate. Selection from £685. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]
Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]
MARSTON MOTOR CO., Ltd., for your Armstrong Siddeley.—Tel. Sta 8000, Seven Sisters Rd., Tot-tenham N.15. [C163/R]
CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1, 6 Mayfair 6266, Official Armstrong Siddeley retailers & repaters.
SERVICE, Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [W2010]
XXX H. F. Edwards offer immediate cash for good Armstrong Siddeley cars.—Details please to 28/30, Upper High St., Epsom, Surrey, Tel. Epsom 9400. [W2001]
PASS & JOYCE, Ltd., England's largest distributors, purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1201. [C4035/R]
7-SEATER, 1951/52, private 18hp Limousine, also private 51hp small limo; £385/395. Limousines, Alpe & Saunders Ltd., 2, Providence Court, North Audley Street, Mayfair-2941. [W1006]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Armstrong Siddeley Spares and Service
ROOT ENGINEERING, Ltd.
ARMSTRONG SIDDELEY specialists; complete overhauls and engineering services; 48-hour exchange engine and gear box services; quick, guaranteed services by specialists; trade and retail.
PRESLECTOR gear boxes; exchanges, reconditioning 48 hrs.—Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0644/R]
HERNLYS, Ltd., Chesham Hill Rd., Manchester, 6, have large stocks of spares; reconditioning of cars and preslector gear boxes undertaken.—Tel. Deansgate 6216-7.
DAVE & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works, The Hyde, Edgware Rd., London, N.W.9 (Colindale 5431). [0760/R]

ASTON MARTIN
H. W. MOTORS, Ltd., offer:—
1952 Aston Martin DB2 saloon, fitted vantage engine and radio, outstanding condition throughout; £1,895.
1951 Aston Martin DB2 drop head coupe, dark green, beige leather, fitted vantage engine; £1,695.—H.W. Motors, Ltd., Walton-on-Thames, 2404-5-6. [C2042]

BROOKLANDS, Aston Martin sole distributors.
1954 D.B.2/4 models available for show and demonstration.
BUY or sell your car with confidence.

103 New Bond St., London, W.1, Mayfair 8551-6.
PERFORMANCE CARS offer large selection of pre-war Aston Martins:—
ASTON MARTIN 1½-litre Ulster 3-seater, 1936, £399; Aston Martin 2-litre tourer, 1940, £445.
ASTON MARTIN 2-litre short chassis 2-seater, 1937, £545; A/Martin 2-litre sports saloon, 1937, £379.
ASTON MARTIN 2-litre Speedmodel, ex-Horshall, £595; A/Martin International tourer, 1933, £185.
IMMEDIATE hire purchase, insurance and part-exchanges; many others in stock.—See under "Sports Cars".

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex, Ealing 8841. [C3041]
1953 D.B.2 saloon, blue/beige leather, 6,000 miles, heater, radio; £1,975. May. 5051. [C3030]
1952 Aston Martin, 9,000 miles, Vantage engine, £1,950.—Claydon's Cars (London), Ltd., 1173 Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050]
1953 D.B.2 small mileage, Vantage engine, lavishly equipped and condition as new; £2,150.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds 7, Tel. 43405. [1590]

1938 2-litre drop head coupe, green, beige, new hood, engine overhauled, taxed, very clean and attractive; £2,355.—Friary Motors, Old Windsor, Windsor 2002. [1506]
1952 Aston Martin D.B.2, Vantage engine, balanced crankshaft, specially tuned throughout, 14,000 miles, very fast car, never raced; £2,095.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5413. [C3036]

ASTON MARTIN 1938 2-litre open tourer, long chassis, excellent mechanical condition including reconditioned engine, no mileage, coachwork good.—R. Forsell, c/o T. Forsell, Ltd., Frog Island, Leicester, Tel. 21208. [1173]
R. OSE & YOUNG, Ltd.—1952 Aston Martin D.B.2 saloon, fitted Vantage engine, Alfin brake drums, H.M.V. radio, loose covers, whitewall tyres, spotlights, etc., low mileage, immaculate condition.—65/69, Starnold Ave., Brixham Hill, S.W.2 (one minute from Heathrow Hill Station), Tulse Hill 6464. [C3057]

Aston Martin Cars Wanted
R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hamstead (Tube), N.W.3. Ham 6041. [W4016/R]
ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor, Windsor 2002-3. [0197/R]
BARTLETT will pay more for good Aston Martins.—27a, Pembroke Villas, W.11. Baywater 0525. [W1015]

Aston Martin Spares and Service
FRIARY MOTORS, Ltd.
ASTON MARTIN main dealers.
SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities, 2-litre reconditioned engines available.—Straight Rd., Old Windsor, Tel. Windsor 2002-3. [0196/R]

ATALANTA
1948 Atalanta drop head coupe, very good condition, exceptional car, should appeal to the enthusiast; £325.
REG. TIMMS (MOTORS), Ltd., 17-18, High St., Teddington, Beds. Tel. 371. [C4064]

AUSTIN SEVEN
AUSTIN 7hp saloon (1937), one owner, new engine, taxed year; £175 o.n.o.—Worthing 6129. [1402]
AUSTIN Seven, 1936, convertible, beautiful condition, first-class throughout, tyres, battery, screens, electric, etc., original; £120.—Galvin, 56, Queensway, W.2. Bay. 5964. Business hours. [1536]

Austin Seven Cars Wanted
H. A. SAUNDERS, Ltd., Golders Green, require:—
AUSTIN 7 cars for cash.
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11, Speedwell 0011 (10 lines). [W4004]
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hamstead (Tube), N.W.3. Ham. 6041. [W4016/R]

AUSTIN A30
CAR MART, Ltd.
LONDON distributors.
1953 Austin A30 4-door saloon, heater; £485.—Car Mart, Ltd., 320, Euston Rd., N.W.1, Euston 1212. [C1039]

AUSTIN A30
BOON & PORTER, Ltd.
1953 Austin A30 4-door saloon, green, heater, low mileage, excellent condition; £485.—River-side 4444. [C1032]
1954 A30 2-door, delivery March, just registered; £500.—Box 5079. [1553]
£510—1953 A30 4-door saloon, fitted heater, beige, as new in all respects.
DENHAM SERVICE STATION, Ltd., Denham, Bucks, Tel. Denham 2266. [C1070]

Austin A30 Cars Wanted
C. M. THE CAR MART, Ltd., London distributors, wish to purchase Austin A30 cars.—Austin House, 297 Euston Rd., N.W.1, Euston 1212. [0925/R]
H. A. SAUNDERS, Ltd., Golders Green, require:—
AUSTIN A30 cars for cash.
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11, Speedwell 0011 (10 lines). [W4004]
RICHARDS & CARB buy Austin A30—35, Kington St., London, S.W.1, Sloane 5524. [W4016/R]
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hamstead (Tube), N.W.3. Ham. 6041. [W4016/R]

AUSTIN EIGHT
H. A. SAUNDERS, Ltd., Golders Green, offer:—
1947 Austin 8 sunshine saloon, 4-door, grey, heater; £335.—Golders Green Rd., Golders Green, N.W.11, Speedwell 0011 (10 lines). [C4004]
£250—Austin 8 4-dr. s/roof saloon, registered October 1945; terms, exchanges.—Fleet, The Cottage, Mentmore, Leighton Buzzard. [C1067]
1946 Austin 8 4-door saloon, excellent all round condition; £290.—Maryland Hart Rd. Harlow 2136. [1631]
1947 Austin 8 sun saloon, engine just overhauled, black blue leather, guaranteed; £335.—O. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [C4053]
1947 Austin 8 Martin Walter utilicon, new engine and gear box recently, good order, taxed; £315.—Frank Dale, 61, Lancaster Mews, W.2, Pad. 9276. [C1067]
1940 Austin 8 2-door saloon, blue with blue leather upholstery, very good condition throughout; £245, or £85 deposit balance over 18 months; exchanges, insurance; 50 cars always in stock under cover, write for list.—Tulse Hill Motors, Ltd., 25, Tulse Hill, Brixton, S.W.2, Tel. Tulse Hill 7106 (195 bus from Stockwell Tube Station passes the door). [C4071]

Austin Eight Cars Wanted
H. A. SAUNDERS, Ltd., Golders Green, require:—
AUSTIN 8 cars for cash.
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11, Speedwell 0011 (10 lines). [W4004]
WANTED for private owner, Austin 8 or 10, 46-47, 1935, Highbury Park, N.5. Canonbury 1950, 1929.
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hamstead (Tube), N.W.3. Ham. 6041. [W4016/R]

AUSTIN TEN
1939 Austin 10 saloon; £235.
1938 Austin 10 saloon; £195; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]
1947 Austin 10 4-door saloon de luxe, very nice condition; £365.
REG. TIMMS (MOTORS), Ltd., 17-18, High St., Teddington, Beds. Tel. 371. [C4064]
AUSTIN 10 1937 Cambridge saloon, £100 recent over-haul, bills available; £225.—Hillwood Motors, Mill Hill 4232. [1594]
1947 Austin 10 saloon, condition excellent throughout; £250.—Johnson's Garage, High St., Knowle, Warwick, 1515. [1515]
1948 model Austin 10, green, immaculate; £365.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9089 and 5302. [1544]
1945 Austin 10 saloon, black, brown leather, fully guaranteed; £285.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1, Euston 7611. [C4011]
AUSTIN 10 1935 4-door saloon, perfect running order, 40mpg, new batteries, good tyres; £135.—Ealing 3833, after 7 p.m. [1626]
1940 Austin 10 4-door saloon, excellent condition and throughout, one owner, good tyres and battery; £235.—Beeton Garage, Beeton, Newbury, Berks. [1285]

1939 Austin 10 Cambridge saloon, black, mechanically sound, good condition throughout, guaranteed £215.—Kings Motors, 1, High St., Hounslow, Tel. 5332. [2049]
£235 original condition motor car, excellent throughout, only wants seeing: choice of 3 other saloons from £195; 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, 423, High Rd., Finchley, N.12. Finchley 6221. [C2052]
225 cns.—Austin 10 1937 Cambridge saloon, sliding head, leather, carefully used, choice of 3 Austin 10s; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]
ROY'S offer 3 good Austins; 1947 Austin 10 saloon, £345; 1935 Austin 10 saloon, £235; 1935 Austin 10 open 2-seater, one private owner, £135; terms and exchanges.—Roy's Automobiles, Ltd., 127, Parkway N.W.1 (near Camden Town Tube Station), Euston 2700 and 8894. [C3059]

Austin Ten Cars Wanted
R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hamstead (Tube), N.W.3. Ham 6041. [W4016/R]
PRIVATELY owned Austin 10—5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2768. [W2037]

Austin Ten Cars Wanted
H. A. SAUNDERS, Ltd., Golders Green, require:—
AUSTIN 10 cars for cash.
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11, Speedwell 0011 (10 lines). [W4004]
GARDNER & CO. (HEXEDON) will buy your Austin 10.—Hendon 3359 and 8400. [1604]

AUSTIN A40
ALWAYS.
AUSTIN A40s. A selection with a written guarantee and free after sales service at
NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Bait. 2252. [C3032]
CAR MART, Ltd.
LONDON distributors.
1953 Austin A40 Somerset saloon, heater; £675.—Car Mart, Ltd., 320, Euston Rd., N.W.1, Euston 1212. [C1039]
ELM AUTOSALES offer:—
1952 A40 sports convertible, 9,000 miles only from new, fitted heater, loose covers, carpets covered from new, whole car in showroom condition; £595.—Elm Autosales, 68, Hatfield Rd., Wimbledon, S.W.19, Wimbledon 4825. [C2067]

B. J. HUNTER, Ltd., offer:—
1951 Austin A40 saloon, special export model, £450.
HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Gladstone 9303. [C2046]
WARWICK WRIGHT offer:—
1951 Austin A40 saloon, grey, heater, 19,000 miles; £550.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761. [C3045]
OTTO SALON (LONDON), Ltd., offer:—
1950 Austin A40 saloon, black/brown, sunroof, one owner; £635.—Auto Sales (London), Ltd., Beize Rd., N.W.6, Maids Vale 5555. [1089]
C.M.I. CAR SALES (FRI 642) offer:—
1953 Austin Somerset saloon, heater, taxed year; £625.
THREE months' guarantee; terms; list on application.—Swiss Cottage Finchley Rd., N.W.3. [C1051]
1952 Austin A40 saloon, one owner £565.
1951 Austin A40; £515, hire purchase and part-exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Midd., Tel. 1960. [C2035]
H. A. SAUNDERS, Ltd., Golders Green, offer:—
1954 Austin A40 Countryman, dark green, heater, heater; £742.11/6.
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11, Speedwell 0011 (10 lines). [C4004]
£525—Austin A40 saloon, 1951, black, leather interior and heater carefully used, 200-220, Crickwood Broadway, N.W.2. Gladstone 2234. [C2038]
1952 Somerset, beige, heater, superb; £565.—Valley Cars, East Sheen, Prospect 7530. [C4068]
1949 Austin A40, grey, fawn leather, 26,000 miles, excellent.—Teddington, Ltd., Tem. Bar 3334. [C4028]
AUSTIN A40 1951, steering column gears, one owner, heater; £545.—Hillwood Motors, Mill Hill 4232. [1596]
1949 Austin A40, one owner, absolutely unmarked; £485, 3 months' guarantee, terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]
1951 Austin A40 Devon saloon, black, brown leather, sun r/cf, heater, licensed December, one owner; £525.—Burgess 292 (Wills). [1446]
1952 (Oct.) A40 sports, green, 16,000 miles, beautiful condition; £575 o.n.o.; details from: Bosworth, Glenview Avenue, Bradford, 9. [1441]
565 cns.—A40 sports, 1952 convertible, Bonney blue, grey leather heater, excellent condition; cost over £900; terms, exchanges.—Rowland Smith, below.
545 cns.—Austin A40 November, 1951, G.S.5 Devon 4-door saloon, pastel green, steering column gear change, heater, one owner, exceptional; terms, exchanges.—Rowland Smith, below.
445 cns.—Austin A40 1951 Devon saloon, sliding head, leather, heater, one owner; choice of five A40s; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube) Hamstead 6041. [C4018]
1949 Austin A40 saloon, colour black; £460.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19, Liberty 3466. [C1077/1]
1952 Austin A40 Somerset beige, heater, one owner, 18,000 miles; £575.—Vandervell, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037]
1949 A40 saloon, grey, one owner, low mileage, well serviced; £435.—Avery & Bernard, Ltd., 372, Kings Rd., Chelsea, S.W.3. Fis. 7545. [1578]
£595—Austin Somerset, 1952, green, genuine 20,000 miles, one owner, car in perfect condition.—Lawrence Sheehans Bush 5907. [1616]
1953 (August) A40 Somerset coupe, pale blue, genuine 6,000 miles, spare unused, link mate, heater, spot lamp, as new throughout; £625.—Farn 2770. [1528]
£695—1954 Series GD6 Somerset drop head fully as new throughout; choice of many A40 saloons from £425.
CAMDEN MOTORS, Leighton Buzzard 2041. [C1035]
1949 Austin A40 Devon saloon, one owner, heater, in very nice condition (guaranteed); £425.—O. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [C4053]
1949 Austin A40 saloon, black, beige, beige trim, heater, resprayed, excellent condition throughout; guaranteed; £415.—Kings Motors, 1, High St., Hounslow, Tel. 5330. [C2052]
AUSTIN A40/52, 15,500 miles (Jensen bodied), sports A coupe, beige/scarlet leather, Jensen Tyan covers, Dunlopillo, links, heater; £585.—64, Hedge Lane, N.13. Tel. 2824 (eve.). [1522]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1949 Austin A40 saloon, blue heater, exceptionally good condition throughout; £445, terms, exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026]
A40 Somerset, 1953, sliding roof model, reasonable mileage, extras include heater, flamethrowers, rear light, link mats, etc., spare unused, excellent condition. £510.—The Buntingford 192. [1595]
TANKARD & SMITH, Ltd., offer 1951 Austin A40 saloon, black/brown leather, one owner, heater, exceptional condition; £510, 3 months' written guarantee.—194/196, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4086]

Austin A40 Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—Blanchop House, Euston Road, N.W.1. Euston 1212. [0957/R]

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hamstead (Tube), N.W.3. Ham 6041. [W4018/R]

H. A. SAUNDERS, Ltd., Golders Green, require:—**AUSTIN A40 cars for cash.**

A USTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]
PRIVATELY OWNED A40—S. Brice Court, Kingston Hill, Surrey, Tulse Hill 2768. [W2057]
G OUD A40 wanted; immediate cash.—Lib 1604 or Vic. 8978
T OP price paid for A40 or similar type car: trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

AUSTIN TWELVE

GE 1935 Austin 12/4 4-door de luxe sun saloon, recent 1515 engine, axle, radiator, etc., etc., over-haul, excellent tyres; £58; hire purchase, part exchange.—Geoffrey Edwards, Ltd., Amersbury Road, Harpenden, Herts. [C2000]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1936 (March) Austin 11.9hp Ascot sunshine, one-owner saloon, grey and grey hide, highly recommended; £200.

A USTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004]

A USTIN 12, 1948, black saloon de luxe, reconditioned engine 500 miles ago, taxed; £375.—J. Mellers, Howe Lane, Coxhill, Barrow-on-Humber, Lincs. [1475]

1939 Austin 12/4 de luxe saloon, sun roof, black; £235; exchanges, terms.—Palmer's, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5920. [C3034]

£255—1939 Austin 12/4 4-door cabriolet saloon, undoubtedly in specimen original condition, you cannot find a better one elsewhere. 3 months' guarantee; hire purchase, exchanges.

L AMBS OF WOOD GREEN Finchley Showrooms, 421, 423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052]

Austin Twelve Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 12 cars for cash.

A USTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hamstead (Tube), N.W.3. Ham 6041. [W4018/R]

AUSTIN FOURTEEN

1939 Austin 14, £225, 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

AUSTIN SIXTEEN

C AR MART, Ltd.

L ONDON distributors.

1951 Austin 16hp hire limousine, heater; £735.

1949 Austin 16hp hire limousine; £695.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434. [C1039]

PHENIX MOTOR CO. (SURREY), Ltd., offer:—

1948 Austin 16 saloon, black with brown leather upholstery, fitted radio and heater, a very fine example of this desirable model; £435.

PHENIX MOTOR COMPANY (SURREY), Ltd., Sutton, Surrey, Vigilant 121. [C3044]

1949 Austin 16, black, brown leather, radio and heater, immaculate condition, one owner; £425.

M AGDALEN MOTORS, Ltd., 511, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573 and 7879. [C3065]

F UNERAL TRADE, Hearse Austin 16, Austin A70, brand new, early delivery, illustrated brochure, write.

A LPE AND SAUNDERS (COACHBUILDERS), Ltd., Head Office Enquiries, Station Approach, New Gardens, Richmond 1161. [1528]

1938 Austin 16 drop head four-seater, guaranteed; £225; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029]

G & M ALFRED (1936), Ltd., formerly Guy Heate, extras, above average condition.—57, Warren St., W.1. Euston 3268. [C1005]

A RCEIE SIMONS & Co., Ltd.—1947 Austin 16 saloon, black, one owner since new, nominal mileage, excellent condition throughout; £395.—34, Gt. Portland St., W.1. Lan. 1343. [C4013]

1949 (Jan.) Austin 16hp de luxe saloon, black, radio and heater, one owner; £395.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1431]

Austin Sixteen Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hamstead (Tube), N.W.3. Ham 6041. [W4018/R]

Austin Sixteen Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 16 cars for cash.

A USTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

H IRECAR Limousines urgently required, cash waiting Alps & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006]

AUSTIN A70 & A90

A LWAYS

A USTIN A70s. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022]

C AR MART, Ltd.

L ONDON distributors.

1952 Austin A70 Hereford saloon, heater; £650.—W.5. Ealing 6600. [C1039]

B. J. HUNTER, Ltd., offer:—

1952 Austin A90 Atlantic saloon, carefully used; £575.

1951 Austin A90 Atlantic saloon; genuine bargain at £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [C2040]

A UTOBILIA, Ltd., offer:—

1951 (June) A90 hard top saloon, black, red leather, heater, low mileage, exceptional condition; £625.—Autobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089/1]

A UTOBILIA, Ltd., offer:—

1951 A90 Atlantic four-seater convertible coupe, pastel green, beige leather; hosts of extras including all electric operated hood and side windows, radio, heater, pass lamp, twin for lamp, low mileage, exceptional and outstanding condition for year, terrific performance; £595.—Autobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089]

W ARWICK WRIGHT, Ltd., offer:—

1953 Austin A70 saloon, black, heater, 5,000 miles; £735.

1952 Austin A90 Atlantic sports saloon, black, radio and heater, 18,000 miles; £695.

1952 (October) Austin A70 Hereford saloon, black, heater, 21,000 miles; £625.

W ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761.

1952 A90 saloon, one owner 13,000 miles only.—Valentine 4674. [C2018]

1954 Austin Hereford saloon, grey, 900 miles, extras; exchanges.—Durngate Garage, W.1189

A USTIN A70 1952, one owner, heater, seat covers, chauffeur kept; £625.—Hillwood Motors, Mill Hill 4332. [1596]

A USTIN A70 P.T. (Oct. '51). Finished beige with brown leather, heater, one owner, moderate mileage, bargain at £405.

M OOR GARAGE, Romsey Rd., Cadnam, Fanta, Cadnam 5301. [9788]

1951-2 A90 saloon, one owner, radio and heater; £595; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1952 Austin Hereford, low mileage, heater; £635.—Jack Fomer, Wallington 6677. [C3063]

N.W.4. Hendon 1233-4.

JACK ROSE, Ltd., offer—1951 Austin Atlantic A90 hard top in grey, one owner; £595.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056]

1951 A90 saloon, carefully maintained, heater, low mileage; £575.—Richards & Carr, 35, Kingerton St., S.W.1. Sloane 5225. [C3045]

1953 (April) A70 Hereford saloon, grey, 15,500 miles, heater, sunshine roof, loose covers, taxed for year; £695.—Flaxman 8242. [1411]

1951 Austin A70 Hampshire saloon, in first-class condition; £550.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076]

1953 Austin Atlantic, hard top, 12,000 miles, blue, grey leather, radio and heater, owner returning Australia; £725 or near offer.—Tel. Exeter 29148. [1194]

1953 Austin A90 Atlantic saloon, heater and radio, 6,000 miles, as new; best offers.—Lewis, 15, Office Rd., Maesteg, Bridgend, Glam. Tel Maesteg 3164. [1277]

1951 (Oct.) Austin A90 Atlantic sports saloon, metallic green/grey leather, radio, heater; £585.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040]

1953 Austin A90 saloon, black, beige leather, heater, low mileage, immaculate condition; £715.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065]

1952 Austin A90 Atlantic hard top saloon, black, heater, carefully used, practically as new; £650; terms, exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026]

1950 (November) Austin A70 Hampshire sun-roof saloon, black, radio, heater, grey leather, good tyres, new battery, 28,000 miles, immaculate; £500 o.n.o.—32, Queens Park, West Drive, Bournemouth. [1398]

Austin A70 and A90 Cars Wanted

C M

T HE CAR MART, Ltd., London distributors, wish to purchase Austin A70 and A90 cars.—16, W.1. Ealing 515. [0353/R]

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A70/A90 cars for cash.

A USTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

W HY accept less for your A70 saloon or shooting brake when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008]

Austin A70 and A90 Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hamstead (Tube), N.W.3. Ham 6041. [W4018/R]

1938/9 **AUSTIN EIGHTEEN**

Austin 16 long 7-seater, one owner, private, stored since 1943.—Write BCM/NZA, London, W.C.1. [1615]

1939 Austin Limousine, one owner, black, widest occasional, leather upholstery, £445. Alps & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

Austin Eighteen Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 18 cars for cash.

A USTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hamstead (Tube), N.W.3. Ham 6041. [W4018/R]

7-PASSENGER privately owned 1939/39 Limousines, 7 also saloons, urgently required, cash waiting Alps & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006]

AUSTIN TWENTY

M AYFAIR 1938 limousine, division, face-forwards, original condition; £250.—Hither Green (London). [1339]

Austin Twenty Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 20 cars for cash.

A USTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

M AYFAIR 1937/38 Limousines required in good condition; cash waiting, Alps & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006]

AUSTIN TWENTY-FOUR

Austin 24hp Ransell; limousine, black, leather throughout, mechanically excellent, good tyres. Ideal for hire purposes; £285.—Eim Garage, Elm Grove, S.W.19. Wimbledon 0472. [1511]

AUSTIN A125 & A135

NEWNHAM, Ltd.

1950 Austin Princess saloon, black, one owner, most carefully maintained.

NEWNHAM Garage, 235-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024]

C AR MART, Ltd.

L ONDON distributors.

1950 Austin A135 Princess saloon, radio, heater; £875.—Car Mart, Ltd., 37, Davies St., Grosvenor Square, W.1. Mayfair 5011. [C1039]

L. F. WARD, Ltd.

1951 Austin Sheerline, burgundy with grey interior.

L. F. WARD, Ltd., 7, Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 5253. [C4043]

A UTOBILIA, Ltd., offer:—

1950 Austin Sheerline, 4-door de luxe sunshine saloon, black, beige leather, radio, heater, windscreen washers, fog lamp, low mileage, exceptional condition; £645.—Autobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089]

PETER BANTOCK CAR SALES offer:—

1949 Austin Sheerline, heater/radio, one owner; £575.—104, High Rd., Chiswick 2725/5870. [C1014]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1951 Austin Princess sunshine saloon, black, brown hide, radio, one owner, unblemished, highly recommended; £690.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004/1]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Austin A125 Sheerline, sliding head, black/beige, heater, radio; £1,852/14/2.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004]

C OMBES & SONS (GUILDFORD), Ltd., offer:—

1951 Austin Sheerline, black with beige leather, heater, radio, etc.; £650.

C OMBES & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6297-8-9. [C1057]

1952 Sheerline saloon, black/beige hide, 20,000 miles £850.—Park 5077. [C3030]

F UNERAL TRADE, Hearse Hearse, immediate delivery. Brochures Posted. Attention Address!!!

A LPE AND SAUNDERS (COACHBUILDERS), Ltd., Head Office, Station Approach, New Gardens, Richmond 1161. [1025]

A USTIN Sheerline, August, 1949, black radio, heater, immaculate condition; £575.—Crown Garage, Sandhurst, Tel. Yateley 3252. [1503]

1950 Sheerline, fitted radio, heater, colour maroon, one owner; £625.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds, 7. Tel. 34305. [1551]

1952 Austin Sheerline saloon, fitted radio, heater and twin spoilers, genuine mileage only 12,000 by one owner, almost as new; £580.

T HOMPSON-DOXEY, Ltd., Southampton, Tel. 56934/5. [1563]

1951 Austin Princess saloon, 13,500 miles, in new condition.—Green & Zonis Ltd., 246-252, Deansgate, Manchester, 3. Tel Deansgate 3325-6. [C3028]

1950 Austin Sheerline, grey, with radio and heater, beautiful car, in first-class condition; £615.—Paniles Service Garage, London Rd., Guildford 328. [C3035]

A USTIN Sheerline saloon, reg. 20-12-48, black, sliding roof, heater, exceptional condition; £565.—George Newman & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023]

1949 Austin Sheerline saloon, black, beige leather, fitted radio and heater, a beautifully maintained car, one of the best examples offered; £595.—R. S. Currie & Co. Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1055]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A125 & A135
SHEERLINE, July, 1952, radio, heater, sliding head, superb condition throughout, black coachwork, beige leather, except £210 or part-exchange quality car or sports; terms.—T. MacKail, 92, Ashby Rd., Scunthorpe, Lincs. Scunthorpe 4808. [1489]

—1951 (Oct.) Austin Sheerline saloon, black, beige leather, radio, heater, tyres and whole car as new, hard deposit.—Summ. 19, Bennett Rd., Higher Cumpsall, Manchester, S. Tel. 1924 Chestnut Hill. [1528]

A & S LIMOUSINES—privately chauffeured partitioned 7-passenger Sheerlines, small total mileage, selection from £855.
6000 miles only, 1952, partitioned black Limousine, forward occasional, definitely first class condition, opportunity. £1225. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941. [C1006]

Austin A125 and A135 Cars Wanted

C M
THE CAR MART, Ltd., London distributors, wish to purchase Austin A125 and A135 cars.—Glooucester House, 150, Park Lane, W.1 Gloucester 5434. [0352/R]

H. A. SAUNDERS, Ltd., Golders Green, require:—
AUSTIN A125 and A135 cars for cash.
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

7-SEATER Sheerline Limousine required, cash value. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941. [W1006]

Austin Miscellaneous Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MARSTON MOTOR CO. for your Austin.—Tel. Sta. 2000, Seven Sisters Rd., Tottenham, N.15. [0596/R]

WEYBRIDGE AUTOMOBILE, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 235. [0541/R]

Austin Spares and Service

A
FOR Austin Wimbledon for everything Austin, spares pre-war and post-war, exchange units from stock; Saturdays till 6 p.m., night spares service available.—Wimbledon Motor Works, Ltd., 29, High St., S.W.10. Wim. 0123. [0414/R]

NORMAND, Ltd.
THE best service ensures a longer car life.
BRING your car to 405-9, King St., W.6. Riv. 3665. [0232]

THE CAR MART, Ltd.
LONDON distributors: spare parts for all model cars and trucks.
THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.3 (Hendon 6500) and at 18, Uxbridge Rd., Ealing, W.5 (Ealing 6600) and 362, Streatham High Rd., S.W.16 (Streatham 0554). [0160/R]

C. G. NORMAN & Co.
AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R]

AUSTIN genuine spares and specialist service in the West End.
S. MORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1932. [0500/R]

AUSTIN, the main agents, for spares, service and repairs.
T. S. Lancaster Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [0916/R]

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0305/R]

AUSTIN spares, any year, any part; largest stockists in U.K., exchange units.—Try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop. 2932/2920. [0729/R]

AUSTIN 7 spares—Largest stockists, lowest prices; exchange units, crankshafts, blocks, dynamo, etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0468/R]

RECONDITIONED guaranteed 7, 10, 12 exchange gear boxes, auto absorbers, engines, all types repaired; new gears, parts overhauled.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 2647. [0040]

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Beddington, Feltham, Middlesex. Tel. Feltham 4274/5. [0399/R]

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electric units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.2 Brixton 1155. [0184/R]

AUSTIN-HEALEY

WM
WELBECK MOTORS, Ltd., for Austin-Healeys:—

1954 (registered November, 1953) Austin-Healey, blue, normal specification, 1,000 miles, new £1,025.
WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). We are very good buyers at Austin-Healeys and are anxious to hear of any available. [C0409]

1953 (Sept.) Austin-Healey, 3,000 miles only, overdrive, heater, one owner: £1,025.
RIPCO, Ltd. (Austin-Healeys purchased), 19, Albemarle St., London, W.1. Hyde Park 2952-3. [C0302]

BENTLEY (3), 4½-litre and New 4½-litre
PB Ltd., offer:—

1936 (August delivery) 3½-litre Bentley, Freestone & Webb, mildred edge sports saloon, black, blue leather.
PADDON BROS., 60 Chelva Place, South Kensington, S.W.7. Tel. Ken. 9477/7470. [C0303]

BENTLEY (3), 4½-litre and New 4½-litre

C M
CAR MART, Ltd.

1950 Bentley 4½-litre Freestone & Webb saloon, sliding head, radio, htr.: £2,450.
1952 Bentley 4½-litre R-type saloon, big boot, sliding head, radio, htr.: £3,450.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 5434. [C1039]

RIPPOB.
RIPPOB.
RIPPOB BROS., Ltd.

THE Northern Bentley specialists, offer the following cars, in first-class condition:—
1952 (October) Bentley standard steel saloon, big bore, big boot, velvet green, red leather, loose covers, immaculate condition, mileage 18,000; £3,500.

1950 (June) Bentley standard steel saloon, velvet green, tan leather, condition as new, mileage 33,000; £2,550.
FOR further details apply to:—

RIPPOB BROS., Ltd., Huddersfield 7070 (10 lines). Also at Bradford, Leeds and Sheffield. [0906/R]

H. B. OWEN, Ltd.
LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1953 Standard steel saloon, black with brown hide, 4,000 miles; £3,950.
1952 Freestone & Webb sports saloon, black and grey with silver grey hide, 14,000 miles; £2,250.

1952 Hooper sports saloon, black and grey with grey hide, 19,000 miles; £2,250.
1952 Standard steel saloon, green with beige hide, 32,000 miles; £2,855.

1951 H. J. Mulliner sports saloon, silver grey with blue hide, 16,000 miles; £4,650.
1951 H. J. Mulliner sports saloon, black with brown hide, 35,000 miles; £4,250.

1951 Standard steel saloon, green with green hide, 52,000 miles; £2,550.
1950 Standard steel saloon, black with beige hide, 59,000 miles; £2,200.

1949 James Young sports saloon, black with brown hide, 96,000 miles; £2,950.
1948 Standard steel saloon, maroon with beige hide, 60,000 miles; £1,950.

WE are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal.
H. B. OWEN, Ltd.

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C0302]

MERCURY offer:—
£675—Late 1934 3½-litre Bentley Barker coupe de ville, in superb condition, built for over £500, finished in metallic grey with green upholstery, Masterdior, built-in compacts, etc., the condition of this car is hard to describe, it being without doubt one of the finest 3½, ever offered and at this price represents amazing value.

EXCHANGES or terms with pleasure.
MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. [C0314]

COACHCRAFT offer:—
£695 o.n.o.—1937 4½ Bentley Park Ward sports saloon, B.H.M. series, this vehicle left the makers in November, 1937, after complete mechanical overhaul costing about £750, manufacturers' bills for work carried out available, in superb condition throughout, fitted heater, H.M.V. radio, discs and many extras, opportunity to acquire a really good work maintained Bentley at a realistic price, 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham, Tel. 6539. [C1053]

H. A. FOX & Co., Ltd.
OFFICIALLY appointed Bentley retailers,
OFFER the following cars chosen from their stock:

1952 Bentley R-type saloon, 10,700 miles, very good car (B.507); £3,750.
1951 Bentley Mark VI (big bore) saloon, Bentley maintained (B509); £2,650.

H. A. FOX & Co., Ltd., 3-5, Burlington Gardens, Bond St., W.1. Tel. Regent 7687. [1352]

K. NIGHTSBRIDGE MOTORS, Ltd.
1937 (February delivery) 4½-litre Bentley sports saloon by Park Ward, Ltd., slate-grey, radio, first-class condition, taxed December; £255.
3, Roberts Mews, Lowndes Place, Belgrave Square, S.W.1. Sloane 4086. [C0263]

SWANMORE GARAGE offer:—
1949 Bentley 4½ standard, steel (two); £2,185.
1949 Bentley 4½ Freestone & Webb; £2,685.

1948 Bentley 4½ James Young; £2,495.
1934 Bentley 3½ Salmons; £595.
SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344-43345. [C0404]

PHILIP RICKARDS, Ltd., offer:—
1937 Bentley 4½-litre Park Ward saloon, black/grey, in excellent condition; part exchanges, deferred terms, 4, Brick St., Park Lane, London, Grosvenor 472-3. [C0301]

SANDERSON & HOLMES, Ltd., Derby.
THE official Rolls-Royce and Bentley retailers and updaters
1938 4½-litre Bentley with attractive shooting brake type body, grey, complete engine overhaul in 1952, 8,000 miles since, in very good condition; £875.
TEL. Derby 47471-6. [C0403]

BENTLEY (3), 4½-litre and New 4½-litre

J B
JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE—1950 2-door saloon coupe by James E. Young, painted dark green and upholstered in beige hide, 67,000 miles; price £2,750.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1082]

MANN EGERTON & Co., Ltd.
OFFICIAL Bentley and Rolls-Royce retailers.

1952 Bentley 4½-litre Mk. VI steel saloon, velvet green, beige leather upholstery, 31,000 miles; £2,950.
1950 Bentley Mk. VI H. J. Mulliner sports saloon, black, brown leather upholstery, 56,000 miles; £2,850.

1950 Bentley Mk. VI steel saloon, black, brown leather upholstery, 34,000 miles; £2,450.
1947 Bentley Mk. VI steel saloon, black, red leather upholstery, 34,000 miles; £1,850.

MANN EGERTON & Co., Ltd.
14, Berkeley St., W.1. Hyde Park 2073. [C2006]

HAROLD SIMONS, Ltd., offer:—
1948 Bentley Mark VI standard steel saloon, black, brown hide, 61,000 miles, radio, heater, demister, windscreen washer; £1,685.—Below.

1935 Bentley 3½ with post-war 2-door, razor-edged sports saloon body, modern lines; £550; trade enquiries welcomed; free service-after-sale; exchanges, deferred.—Harold Simons, Ltd. 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0053-53.

MAIDSTONE ENGINEERING CO.
1938-9 Bentley 4½-litre Park Ward Sportmans saloon, this must be one of the finest examples of pre-war Bentleys in existence, finished in unblemished black with brown leather interior and original equal to new deep pile carpets to match, all door filets and dash panel most highly polished Burr Walnut, the whole of the interior is literally unmarked, this car has had one owner for the last 10 years who has kept the car in perfect condition regardless of cost, fitted all new tyres, large chrome trumpet wind-tone horns, twin chrome Alfaro horns, large chrome Nopak passlamp, the car is taxed for the year, mechanically in really excellent condition throughout with a superb performance in absolute silence, mileage 78,000, a really most beautiful specimen in far above average condition; £950.

1938 Bentley 4½-litre Park Ward sports saloon, a similar model to above but not quite so immaculate; £895, taxed for the year, terms, exchanges.
CROSS ST., Pendleton, Salford, 6, Manchester. Pen. 3457. [C5000]

GUY SALMON AUTOMOBILES offer:—
1950 (July) Bentley Mark VI standard steel saloon, moss green/beige upholstery, 24,000 miles only; £2,545.—Farnmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

JACK OLDING & Co. (MOTORS), Ltd.
OFFICIAL Rolls-Royce and Bentley retailers, offer from their stock:—

1953 4½-litre large boot standard steel saloon, 9,500 miles, midnight blue and shell grey; £3,850.
1952 4½-litre large boot standard steel saloon, grey/grey hide, 20,000 miles; £3,500.

1951 4½-litre standard steel saloon, black/brown leather, 29,000 miles, one owner; £2,650.
1950 4½-litre H. J. Mulliner saloon, black/brown leather, one owner; £2,675.

1949 4½-litre 2-door Countryman saloon, 2 shades of grey and polished wood grey leather; £2,350.
AUTLEY House, North Audley St., W.1. Mayfair 5242. [C0300]

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1953 Bentley 4½-litre R type, blue with blue leather upholstery, m.c. case 8,000; £3,850.

1947 Bentley Mark VI steel saloon, maroon and silver with grey leather; £1,625.
1939 Ward; £1,125.

COOMBS & SONS (GUILDFORD), Ltd., Portman with Rd., Guildford. Guildford 6297-8-9. [C1057]

1934 Bentley fixed head coupe, colour grey; £475.
PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C0318]

S. P. BROUGHTON'S, of Cheltenham:—
1953 (August) Bentley Mark VI standard steel saloon, black/brown, 9,000 miles; £3,750.

1949 (May) Bentley Mark VI standard steel saloon, Tudor grey/grey recently overhauled by Bentley; £1,975.
1936 Bentley 4½ Park Ward saloon, black/green, a really sound car; £695.

1935 Bentley 3½ Park Ward saloon, black/green, recently overhauled; £675.
S. P. BROUGHTON & Co., Ltd., Grove Garage, High St., Cheltenham, Tel. 2285. [1348]

DUNCAN HAMILTON & Co., Ltd., offer the following:—
1949 Bentley standard steel saloon, 39,000 miles only, beautifully finished in two-tone grey with beige hide interior, fitted radio, heater, etc., a lovely car in all respects; £2,000.

1936 4½-litre Bentley sports saloon by Park Ward, black with blue hide interior, fitted radio, heater, etc.; £695.—33, High Rd., Byfleet, Surrey. Byfleet 5101, day and night. [C1091]

1951 (June) Bentley Mark VI saloon, black, 28,000 miles.—Weybridge 600.
BARTLETT—Bentley 1935 3½-litre Park Ward saloon, Bentley history, £450; another £395, etc., Pembridge Villas, W.11. [C1013]

BRISTOL

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052-7253-7154. [C1046]

FIAT

Saloon. £130.—Apply Shepherds Bush 3567. [1617

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (8 h.p.)

1951 Ford Anglia saloon, low mileage, in new condition throughout; £365.—Cole's Garages, Ltd., 42, Worples Rd., A.W.19. Wimbledon 0195. (C1054)

1948 Ford Anglia saloon, reconditioned engine, a really fine car, guaranteed; £305.—J. W. Wilkin, Ltd., Lion Gate, Hampton Court, Mole 6109. (C1053)

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, A and S-14, Meard St., Soho, W.1. Langham 1594-S. 1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. (0578/R)

325 Ford Anglia, October 1949 saloon, beige, in top upholstery, excellent condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C10416)

PRIDE & CLARKE, Ltd.—1950 Ford Anglia saloons, beige/brown (theater), black/green, choice two from £349; 1949 choice of several from £299; 1947 black/brown, £259; three months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. (C10566)

Ford Eight Cars Wanted

R **ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Ford 8.—Hampstead (Tube). N.W.1. Ham. 6041. (W4018/R)

FORD POPULAR

SUPERCHARGED, 300 miles, Ford Popular, fitted stabilizers front and rear; exchanges.—Ruthers, Romford 2552. (1264)

300 miles only, 1954 Ford Popular saloon, extras; £445.—British Colonial Motors, Ltd., 15-16, Upper St. Mary's Lane (Adj. Leicester Sq. Tube). S.W.1. W.C.2. Temple Bar 3588. (C1027)

FORD (10 h.p.)

W **HAROLD PERRY, Ltd.**, Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

FORD Prefect 10hp saloon, first registered May, 1953, black with leather upholstery, mileage 552, one owner. (C10342)

W **HAROLD PERRY, Ltd.**, Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444.

PERRY'S OF HARROW.

H **A**VE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4242 for details.

W **HAROLD PERRY, Ltd.**, High Rd., Harrow W.4. Middlesex (opp. Bus Depot). (0103/R)

ELM AUTOSALES offer:—

1953 Ford Prefect, one owner, 16,000 miles only, from unused, green, leather interior, fitted heater, taxed, whole car as new; £499.

1950 (December) Ford Prefect, one owner, 20,000 miles, black, leather interior, spare unused, similar condition to above; £399.—Elm Autosales, 68, Hatfield Rd., Wimbledon, S.W.19. Wimbledon 4825. (C1067)

A **UTO SALES (LONDON), Ltd.**, offer:—

1951 Ford Prefect saloon, black, brown leather, one owner, mileage; £415.—Auto Sales (London), Ltd., Belair Rd., N.W.6. Maida Vale 5555. (1098)

1953 Ford Prefect, black, red leather, one owner, 6,000 miles; £495.

W **J. BROWN, Ltd.**, established over 30 years.

339, Finchley Rd., N.W.5. Hampstead 4414. (C1025)

1948 Ford Prefect 4-door saloon de luxe, very nice condition; £349.—

R **EG. TIMMS (MOTORS), Ltd.**, 17-18, High St., Toddington, Beds. Tel. 571. (C1064)

1953 Ford Prefect black saloon, red leather, taxed year, £325.—Arnold 8536.

1945 Ford Prefect saloon, taxed end year, new battery, very good; £265.

X **L. SERVICE STATION, Kingston Vale, S.W.15.**

1950 Ford Prefect, low mileage; £425.—Jack Posner (Autos), 395, Hendon Way, N.W.4. Hendon 1425-4.

1953 Prefect, lawn, low mileage, Ford maintained, any trial; £515.—Hornchurch 349 after 6 p.m. Romford 585. (1635)

1953 (June) Ford Prefect saloon, leather, 7,000 miles, taxed year, twin rear lamps; £255.—Ralph Beard, East St., Farnham, Tel. 5495, Surrey. (C1092)

1947 Ford Prefect, red leather interior, now being completely recoloured black; £290.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. (C1068)

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, A and S-14, Meard St., Soho, W.1. Langham 1594-S. 1946-50 Ford Prefect saloons, low mileage, all guaranteed.

ROYS offer Ford 10 saloon, 1947, superb; £355; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 5894. (C1059)

£229—1959 Prefect, excellent condition, choice of two.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Bait. (C1064)

£125—1936 Ford 10 4-door saloon, excellent condition.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Bait. 1107-8-9. (C1064)

TANKARD & SMITH, Ltd., offer 1952 Ford Prefect, black/beige upholstery, one owner, nominal mileage, loose covers, excellent condition; £495; three months written guarantee; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C10416)

PRIDE & CLARKE, Ltd.—1953 Ford Prefect saloons, black/brown (12,000 miles), black/red (12,000 miles), choice two from £399; 1948 black/red, black/green, choice three from £299; three months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. (C10566)

GOOD Ford Ten Cars Wanted. Immediate cash.—Lib. 1604 or Vig. 6978. (W5048)

GARDNER & CO. (HENDON) will buy your Ford Prefect—Hendon 3559 and 8460. (1605)

W **FERREARIS OF CRICKLEWOOD, Ltd.**, 200/220, Cricklewood, Broadway, N.W.2. Gladstone 2254. (W2008)

MARSTON MOTOR CO., Ltd., for your Ford 10—45, St. 8000. Seven Sisters Rd., Tottenham, N.15. 10179/R

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Ford 10.—Hampstead (Tube). N.W.1. Ham. 6041. (W4018/R)

FORD CONSUL

A **SELECTION** of Ford Consuls with a written guarantee and free after sales services at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Bait. 2253. (C1052)

CAR MART, Ltd.

1953 Ford Consul saloon, radio, heater; £675.—Car Mart, Ltd., 382, Streatham High Rd. S.W.16. Str. 0954. (C1059)

H **AROLD SIMONS, Ltd.**, offer:—

1951 (September) Consul, one owner, radio, heater, leather, special 2-tone finish, black and cream; £595; trade enquiries welcomed; free service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley, East Finchley Tube). Finchley 0052-53. (C1055)

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1952 (Feb.) Ford Consul, one owner, real leather, heater, radio, 1000 miles only.

AUSTIN HON., 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (C1004)

1953 (late) Ford Consul saloon, 9,000 miles only, private owner, finished black, red interior, leather tailored covers, taxed to December; £675 with guarantee.—Motourists (London), Ltd., Ot. North Rd., E. Finchley Station, N.2. Tudor 2501-2. (C1016)

Ford Consul Cars Wanted

R **ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Ford Consul.—Hampstead (Tube). N.W.1. Ham. 6041. (W4018/R)

R **EALLY** good Ford Consul required.—Cobb, 30, Harley House, N.W.1. (W1056)

W **HY** accept less for your Ford Consul saloon when you can get its full market value from:—

FERRARIS OF CRICKLEWOOD, Ltd., 200/220, Cricklewood, Broadway, N.W.2. Gladstone 2254. (W2008)

PRIVATE advertiser wants low mileage Consul for cash, light colour; send full particulars and price: Box 5043.

TOP price paid for Consul or similar type car; trade or privately.—34, Streatham Hill, S.W.2. Tel. Hill 2876. (W3016)

1953 Consul wanted, heater, low mileage; private owner; essential must be in first-class condition.—S. Conway Court, St. Leonards/Sea. Hastings 3205. (11063)

FORD ZEPHYR

W **HAROLD PERRY, Ltd.**, Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

FORD Zephyr six saloon, first registered February, 1953, colour grey with leather upholstery, heater, radio, sun visor and wing mirrors, mileage 26,000; £675.

W **HAROLD PERRY, Ltd.**, Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. (C1042)

A **WAYS**

FORD Zephyrs.—A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Bait. 2252. (C1052)

PHILIP RICKARDS, Ltd., offer:—

1953 Ford Zephyr, black/red, 7,900 miles, heater, leather; part exchanges, deferred terms.—4, Brick Street, Park Lane, London, W.1. Gros. 4772-3. (C1051)

H **AROLD SIMONS, Ltd.**, offer:—

1953 Zephyr, 4,000 miles, heater, leather, immaculate; £700; trade enquiries welcomed; 3 months' written guarantee; free service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley, East Finchley Tube). Finchley 0052-53. (C1065)

CHARLES POLLETT, Ltd., official Ford agents, offer:—

1953 Ford Zephyr, black, leather, heater, radio, one owner, 10,200 miles only, superb order, serviced and guaranteed; £745.

1953 Ford Zephyr, black, heater, one owner, 8,000 miles only as new, guaranteed; £725.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5356. (C1010)

1953 Ford Zephyr, leather, heater, loose covers, 11,000 miles; £695.

FREEMAN, Ltd., Greenover Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. (1384)

1952 (September) Zephyr saloon, fitted radio, heater, loose covers, spot light, etc.; £550 guaranteed; exchanges, terms.—Palmera, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. (C1034)

1953 Ford Zephyr saloon, radio, heater, leather, many other extras; £725.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, (Adj. Leicester Sq. Tube stn.), W.C.2. Temple Bar 3588. (C1027)

1953 (Sept.) Ford Zephyr saloon, 9,000 miles only, one private owner, finished green, leather, radio, heater, spotlamp, reverse light, over-riders, taxed December; £725 with guarantee.—Motourists (London), Ltd., Ot. North Rd., E. Finchley Station, N.2. Tudor 2501-2. (C1016)

FORD ZEPHYR

1954 Ford Zephyr, only 850 miles as new, black, red leather, radio, heater; £620; licensed ready for road—Stroud Brewery Co., Ltd., Stroud. (1942)

1951 Ford Zephyr, leather upholstery, twin spot lamps, radio, heater, excellent appearance and mechanical condition; £500.—P. Whittaker, 15, Holden Way, Uppminster, Essex. (1465)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Ford Zephyr.—Hampstead (Tube). N.W.1. Ham. 6041. (W4018/R)

FORD ZODIAC

ZODIAC, Feb. '54, grey and blue, 2,000 miles, £50 extras, Underseated, seat covers, Drexel upper cylinder, extra floor carpets, etc.; £490.—15, Soth Odns, Newbury Park, Seven Kings 5421. (1438)

FORD (V.8)

W **HAROLD PERRY, Ltd.**, Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1949 Ford Pilot, black with leather cloth upholstery, radio and heater, mileage 52,000; £365.

W **HAROLD PERRY, Ltd.**, Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. (C1042)

D **ICKS**

1939 Ford Mercury V.8 saloon, ready for hard wear; bargain, £175.

DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Maida Vale 6088-9. (C1072)

FORD Pilot 1949 model, heater, radio, leather upholstery; £357.

SCOTT CARS, 347, Finchley Rd., London, N.W.5. Hampstead 3100/8676. (C1010)

1950 Ford Pilot, radio, heater, immaculate; £415.—Jack Posner (Autos), 395, Hendon Way, N.W.4. Hendon 1425-4. (C1064)

1937 Ford V.8 750 saloon, fitted radio, loose covers, excellent condition; bargain £145.—A. Z. Motors, Palmerston Rd., N.W.4. Mait. 4743. (C1011)

1938 Ford V.8 drop head fourseater coupe, excellent condition; £245.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C1043)

1950 (November) Ford V.8 Pilot, radio, heater, dark blue; £490.—Halls (Finchley), Ltd., Odon Parade, Nth. Finchley, N.12. (Tally-Ho); Hillside 1044/9. (1890)

1950 Ford V.8 Pilot saloon, pastel green, exceptional throughout; £395.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 5652 or 7008. (C1019)

1939 excellent runner, clean leather interior; £175 or £75 down.—Bany Motors, 180-184, West End Lane, W.6. Hampstead 6490. (C1024)

1948 (August) Pilot, black, leather, radio, heater, spotlamps, one careful owner, mileage only 37,000, exceptionally clean car; £375.—Campbell Wembley 6262. (C1037)

WALTER SCOTT, Ltd.—1950 Ford Pilot, black, leather, heater, low mileage, almost new condition; £425.—30, College Crescent, Hampstead, N.W.2. (Swiss Cottage Tube), Pri. 5614. (C1006)

G & M ALFRED'S (1936), Ltd., formerly Guy V.8 sports tourer, recommended engine, recoloured, superb throughout.—6-7, Warren St., W.1. Euston 3268. (C1005)

395 ens.—Ford V.8 Pilot, late 1950 saloon, leather, heater, one owner, excellent condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C10416)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Ford V.8.—Hampstead (Tube). N.W.1. Ham. 6041. (W4018/R)

AMERICAN FORD

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see American Car (C10415)

CANADIAN Ford Super Luxe 1950, economical, right-hand drive, new engine, radio, heater, razor seats machine; £445.—Tel. Tot. 6901. (1466)

1950 Custom de luxe saloon, radio, heater, covers, genuine car; £750.—Hither Green (London) 2156. (1541)

O **N** all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Ot. West Rd., Brentford, Tel. Ealing 4506/9. (0749/R)

UTILITY—FORD OR OTHER BODIES

FORD Mercury (7-passenger) station wagon, first registered 1947, fitted civilian-type wheels, heater, spot lamp, etc.; very good condition throughout; £265.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C1043)

Ford Miscellaneous Cars Wanted

R **ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Ford.—Hampstead (Tube). N.W.1. Ham. 6041. (W4018/R)

PRIVATELY owned Zephyr or Consul.—S. Brae Court, Kingston Hill, Surrey. Tulse Hill 2763. (W1037)

R **ICHARDS** CARB by 1947-54 Anglia and Prefects.—33, Kinnerton St. London S.W.1. Hwaine 5424. (W3045)

Ford Spares and Service

NORMAND, Ltd.

T **H** best service ensures a longer car life.

B **R**ING your car to 405-9, King St., W.8. Riv. 3665. (0234)

A **LLAN TAYLOR (MOTORS), Ltd.**

H **MAIN** Ford dealers.

L **A**RGE stock of genuine Ford parts.

V **ANDYKE** 4433 (3 lines). (0914/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Spares and Service
FRANK G. GATES, Ltd., High Rd., Woodford Green
(Tel. Wanstead 2233), main Ford dealers, service
and all spares. (10065/R)

We have one of the biggest stocks of Enfo spares
in the country from model A. V.S. W.D. types
and tractor to the current models. Ford reconditioned
engines, reconditioned B.B. engines, etc.—W. J. Reynolds
(Motors) Ltd., Main Ford and Fordson Distributors,
Ford House, New Rd., Dagenham, Rainham
770 (8 lines), also 66 High St., East. E.S. 2.6.
Grayswood 1136 (10065/R)

FRASER NASH CARS WANTED
ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Fraser Nash.—Hampstead (Tube), N.W.3.
Ham. 6041. (W4018/R)

MAIDSTONE ENGINEERING CO.

1947-8 Fraser Nash-B.M.W. Type 328 2-seater
roadster, most beautifully finished in
Burgundy with black leather interior, capable of speeds
in excess of 100 mph and cruising speeds of 90 mph,
fitted many extras, a genuine example of this excep-
tionally fast and economical machine; £575, terms,
exchanges. (1264)

CROSS ST. Pendleton, Salford 6, Manchester. Pen.
3457. (C3000)

PERFORMANCE CARS.—Good selection always avail-
able; written guarantee.—See under "Sports Cars".
(C3041/R)

1937 Fraser Nash-B.M.W. coupe, overhauled
with green leather; £240.—Beeder Garage, Beeton, New-
bury, Berks. (1264)

£265—Fraser Nash-B.M.W. Type 329, first reg.
1949, 4-door saloon, l.h.d., smart appear-
ance; £100 down.—Bray Motors, 180-184, West End
Lane, N.W.6. Homestead 6490. (C1024)

JACK ROSE Ltd. offer 1939 Fraser Nash-B.M.W.
type 327/30 saloon in beautiful dark grey with
beige leather upholstery, fitted heater and many extras
in rare condition with outstanding performance; £615.
—Stafford Rd., Wallington, Surrey, Wallington 6677.
(10065/R)

145 gns.—Fraser Nash-B.M.W. 1936 2-litre con-
vertible, maroon, red leather, very good
condition; choice of 3 F.N.-B.M.W.s; terms, exchanges;
list; open 9-7 week-days and Saturdays.—Rowland
Smith, Hampstead (Hampstead Tube). Hampstead
6041. (C4018)

FRASER NASH-B.M.W. 1939 type 328 2-seater Road-
ster, finished cream, capable of speeds in excess of
100 m.p.h., 3 carburetors, this is the model eventually
developed into the post-war Bristol, a genuine example
of this fast and economical model, recent complete
engine overhaul, taxed; £525, terms, exchanges.—
Lodden Bridge, Motors, Ltd., Earley, nr. Reading,
Berks. Reading 6102. (1357)

FRASER NASH-B.M.W. Cars Wanted
BARTLETT will pay more for good Fraser Nash-
B.M.W.s.—27a, Fenbridge Villas, W.11. Bay-
water 0523. (W1013)

ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Fraser Nash-B.M.W.—Hampstead (Tube),
N.W.3. Ham. 6041. (W4018/R)

HEALEY

B. J. HUNTER, Ltd., offer:—

1947 Healey sports 2-seater, tuned to 120 m.p.h.,
attractive; £450. (1264)

**B. J. Hunter, Ltd., 22, Cricklewood Broadway,
N.W.2. Tel. Gladstone 6503. (C2040)**

We have the Welbeck Motors advertisement under
"Austin-Healey". (C4049)

**CLAND & TABOR, Ltd., Welwyn By-Pass, Herts,
A. Welwyn 481-2-3, offer:—**

1951 Healey Tickford coupe, finished black, red
leather, new beige hood, immaculate con-
dition throughout; £650. (1264)

1953 Healey Tickford saloon, finished maroon, beige
leather, one owner, mileage 6,000 only, as
new throughout; £1,295. (C1001)

BROOKLANDS 60s Concessionaires, Healey, stock
new 4-seater saloon, coupe and convertible
3-seater. (1264)

1952 Healey Abbott drophead coupe.

1951 Healey Tickford saloon; choice of two.

BUY or sell your car with confidence.

103 New Bond St. London, W.1. Mayfair 8351-6.
(C1029)

1949 Healey Duncan 2-seater sports, guaranteed
£450; payments.—Oldfield, 386, Kensington
High St., W.14. Wes. 6631. (C3029)

1951 Tickford saloon, 16,000 miles, one owner,
finished black, beige; £925.—Brown & White
(Leeds), Ltd., Roundhay Rd., Leeds, 7. Tel. 34305.
(1552)

1952 Alvis-Healey 3-seater convertible, 100 mph,
23mpg, every conceivable extra, superb con-
dition; £995.—Richards & Carr, 35, Kinnerton St.,
London, S.W.1. Sloane 5424. (C5045)

G & M ALFRED (1936), Ltd., formerly Guy,
extremely handsome, superb order, 1952 condition.—6-7,
Warren St., W.1. Euston 3263. (C1005)

1950 (August) Healey Silverstone E-type, specially
balanced clutch, lightened steering, large
valve, high lift camshaft, numerous spares including
axle ratios, high compression pistons, etc., without a
doubt the fastest Healey Silverstone in existence;
£595. (C3057)

Healey Cars Wanted
BARTLETT will pay more for good Healeys.—27a,
Fenbridge Villas, W.11. Baywater 0523. (W4013)

PERFORMANCE CARS urgently require Healey.—
Great West Rd. Brentford Middlesex. Ealing
5841. (W3041)

WANTED privately, 1952-3 Healey Tickford saloon.
Must be 100%,—Tel. Carmarthen 7225 after
8 p.m. (1339)

ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Healey.—Hampstead (Tube), N.W.3.
Ham 6041. (W4018/R)

**CLAND & TABOR, Ltd., Welwyn By-Pass, Herts,
A. Welwyn 481-2-3, urgently require Healey, Tickford
and Elliott saloons; also Abbott drop head coupe.**
(W1001)

CAR MART, Ltd.

1953 Hillman Minx saloon, 21 model; £695.—
Car Mart, Ltd., 16, Oxbridge Rd., Ealing,
W.5. Ealing 6600. (C1039)

HILLMAN 10

1946 Hillman Minx, excellent condition, good tyres; £295.—Allery & Bernard,
Ltd., 572, Kings Rd., Chelsea, S.W.3. Pla. 7345. (1579)

JACK ROSE Ltd., offer: 1954 model Hillman Minx
Mark VII convertible, maroon, as brand new, extras
include rim embellishers, overriders, loose covers, 7,000
miles; £755.—Stafford Rd., Wallington, Surrey, Wal-
lington 6677. (C3056)

PRIDE & CLARKE, Ltd.—1953 Hillman Minx saloons,
black/red, green/beige, 6,000 miles, heater, radio,
choice three; £639; 1952 black/red, 14,000 miles, heater,
£579; 1947 black/red, £349; 1952 Drophead, black/red,
21,000 miles, heater, £579; three months' guarantee;
terms, exchanges; lists.—158, Stockwell Road, S.W.9.
Brixton 6251. (C3068)

Hillman Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Hillman.—Hampstead (Tube), N.W.3.
Ham. 6041. (W4018/R)

R. R. R. LTD.,

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3522.)

WROTHAM HEATH.—(Borough Green 4.)

ROCHESTER.—(Chatham 2231.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1.
Tel. Grovenor 3401. (10108/R)

EMA
Ltd., Grove Rd., Southsea, Portsmouth
2168. (W4009/R)

PRIVATELY OWNED MINX.—5, Braes Court, Kingston
Hill, Surrey, Tulse Hill 2768. (W2037)

GOOD MINX wanted; immediate cash.—Lib. 1604 or
Vig. 6978. (10065/R)

TOP price paid for Hillman or similar type car; trade
or privately.—54, Streatham Hill, S.W.2. Tulse
Hill 2676. (W3016)

XXX H. F. Edwards offer immediate cash for
good Hillman cars.—Details please to 200,
Great Portland St., London, W.1. Tel. Langham 0012.
(W2003)

BIRMINGHAM and Midlands.—Low mileage Hillman
modern cars required by George Heath, Ltd., 180,
184, Newhall St. Birmingham and Lower Temple St.,
Birmingham 2. (W4008/R)

NOTTINGHAMSHIRE distributors Fumber, Hillman,
always prepared to purchase first-class condition
recent models Hillman saloons and coupes.—R. Cripps
& Co., Ltd., Parliament St., Nottingham. Tel. 46361.
(0552/R)

Hillman Spares and Service
NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665.
LONDON & COUNTIES MOTOR MART, Ltd. (0233)

HILLMAN repair specialists (30 years), well-equipped
works servicing rebores and complete overhauls;
spare parts stocked.—79-81, New King's Rd. Fulham,
S.W.6. Renown 1183. (0676/R)

BARKING.—For full stocks of spares and genuine
service for Hillman owners come to Albion Garage,
Ltd., 105-7, Longbridge Rd., Barking, Tel. Ripplaway
1285. (0438/R)

HOTCHKISS
1937 Hotchkiss Paris-Nice drop head coupe, guaran-
teed; £270, payments.—Oldfield, 386, Ken-
sington High St., W.14. Wes. 6631. (C3029)

Hotchkiss Cars Wanted
R. Amenbury Lane, Harpenden, Herts. Harpenden 118.
(W3000)

H.R.G.
H.R.O., 11,000, blue, 1939, excellent condition; £285;
—Box 4996. (1274)

H.R.G. 1500 Aerodynamic 2-seater, 1947, 34,000
miles; £435.—Johnson & Brown, Ringers Rd.,
Bromley, Kent (20 mins. Victoria). Ravensbourne
6479 and 2322. (C2073)

REALLY good H.R.G. required.—Cobb, 30, Harley
House, N.W.1. (W1066)

REQUIRED, good used H.R.G.—G. Edwards, Amen-
bury Lane, Harpenden, Herts. Harpenden 118.
(W3000)

ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for H.R.G.—Hampstead (Tube), N.W.3.
Ham 6041. (W4018/R)

CHARLES FOLLETT Ltd., have a large stock of
spares.
SHOWROOMS: 18, Berkeley St. W.1. Mayfair 6266.
SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel.
Counsellingsham 9336-7-8. (0504/R)

**H.R.G. ENGINEERING Co., Ltd., for makers' spares,
repairs and service.**—Oakcroft Rd., Tolworth,
Surrey, Elmbridge 4698. (0570)

HUDSON
METCALFE & MUNDY, Ltd.

1949—50 Hudson 6-cylinder convertible, colour
grey with red leather upholstery, in excellent
condition throughout.—280, Old Brompton Rd., S.W.9.
Fremantle 5471. (C3064)

£195—1940 Hudson 28hp, column change, 4-door
black saloon, leather upholstery, real baron.
£75.—1936 Hudson 28hp saloon, attractive line,
driv. away bargain.—Bray Motors, 180-184,
West End Lane, N.W.6. Hampstead 6490. (C1024)

ALWAYS
HILLMAN 10
HILLMAN Minx. A selection with a written guaran-
tee and free after sales service at
NAYLOR & ROOT, Ltd., 25, Ear. Hill, Clapham
Junction, S.W.11 Batt. 2323 (C3022)
WARWICK WRIGHT, Ltd., offer:—
1953 Hillman Minx: Mark VI saloon, blue, 6,000
miles, £660; another in Desert Sand, similar
mileage.
1952 Hillman Minx Mark V saloon, blue, 29,000
miles; £567.
WARWICK WRIGHT, Ltd., 150, New Bond St. W.1.
Mayfair 9761. (C4045)
PETER BANTOCK CAR SALES offer:—
1953 Hillman estate car, 10,000 miles; £595.—104,
High Rd., Chiswick 2725/5870. (C4014)
HENDON CENTRAL GARAGE, Ltd., offer:—
1952 Hillman Minx saloon, low mileage, immacu-
late condition; £555.
1951 Hillman Minx saloon, one owner, low mileage,
immaculate condition; £535.
1950 Minx saloon, one owner, low mileage. £100
extras; £535.
1949 Hillman Minx saloon, taxed year, one owner,
unmarked low miles; £405.—Watford Way,
Hendon Central, N.W.4. Tel. Hendon 8084-5. (C3034)
H. A. SAUNDERS, Ltd., Golders Green, offer:—
1947 (April) Hillman 10 drop head coupe, highly
recommended; £350.
AUSTIN House, 140-144, Golders Green Rd., Golders
Green, N.W.11. Speedwell 0011 (10 lines). (C4004)
£585.—1952 Hillman Minx convertible, black with
beige, 16,000 miles, immaculate.
DENHAM SERVICE STATION, Ltd., Denham, Bucks.
Tel. Denham 2266. (C1070)
HILLMAN Minx convertible, 1952 (Nov.), heater, im-
maculate; £575.—Addiscombe 6563. (1638)
1947 Hillman drop head coupe, superb condition;
£395.—Hendon 3540 and 8450.
PHENIX MOTOR CO. (SURREY) Ltd., for all Rootes
Group products, specialists in purchase and sale of
GUARANTEED used Hillmans.
A SELECTION from our stock:—
1953 (March) Hillman estate car, Mark VI,
finished in green with brown interior, fitted
Rootes heater, Ace Rimbellishers, fog lamp, etc., 25,000
miles only, in showroom condition throughout; £695.
HIRE purchase facilities and your car wanted in part
exchange for any new or used vehicle.
PHENIX MOTOR COMPANY (SURREY) Ltd.,
Phoenix House, High St., Sutton, Surrey, Virginia
1121. (C3044)
1952 (Dec.) Hillman coupe, blue; £595.—Strat-
stone Ltd., 40, Berkeley St., W.1. (Mayfair
4404).
1950 Hillman Minx saloon, one owner, excellent;
£435; 3 months' guarantee; terms and ex-
changes.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.,
Hornsey, Mountview 5228 and 5774. (C4054)
HILLMAN Minx 1952 convertible, heater, plastic
hood, spotless condition; £595.—Hillwood Motors,
Mill Hill 4232. (1596)
1948 Hillman Minx drop head coupe, specimen
condition; £435.—Autowork, Ltd., Win-
chester. Tel. Winchester 4634. (C1002)
Hillman de luxe saloon, dark blue, excellent
condition extras, any trial; £275.—Sandy,
R.N. Base, Invergordon. (1464)
1953 (September) Minx saloon, maroon, beige
leather, heater, covers, 7,000 miles; £665.—
Robbins, East Putney, Tel. 4361. (C3010)
1952 Hillman Minx 1700, 12,000 miles, quite
blue/red upholstery, heater, condition as new,
one owner; £575.—Tel. Eimberbrook 4724. (1500)
1953 Hillman Mk. VI, golden sand, 12,000 miles,
as new; £635.—Ruffell's Motors, 185, High
St., Wealdstone, Harrow 6421. (1367)
£385.—Hillman 10 1947 utility estate car, recon-
ditioned engine just over 1000, exceptionally
good mechanically, cellulose perfect.
£385.—Hillman 10 1947 d.h. coupe, new hood, ex-
cellent mechanically, choice 2; many others.
BENNETT MOTORS, 1, Clarendon Rd., Holland Park, W.1.
Park 5066-7, (50 yards Holland Park Tube). Ex-
changes, h.p. (C1017)
1952 model Hillman Minx Mark V drop head coupe,
one owner; £525.—L. F. Dove, Ltd., 111-115,
Addiscombe Rd., Croydon. Addiscombe 3066. (C1076)
1953 Mark VI Anniversary Hillman Minx, fitted
heater, taxed year, 11,000 miles; £620.—
Carters Garages, Ltd., Farnborough, Hants. Tel. 18.
1413
1946 Hillman Minx, radio and heater, very clean;
£355.—Hillingdon Motors, Ltd., 525-7, Long
Lane, Western Ave., Hillingdon, Tel. Uxbridge 8888.
(C2062)
1953 Hillman Anniversary saloon, 9,000 miles, in-
disputable from new; £650.—Bruce
France, 8a, Cromwell Mews, South Kensington, W.8.
0513. (C2014)
1953 (June) Minx Anniversary model, black, red
leather interior, as new; £610.—Kirkdale
Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham
6129. (C2068)
HILLMAN 1935 4-seater sports tourer, just the job for
spring, v. good condition, run few miles since 1950,
rebores; £110 o.n.o.—Smith, 46, Hyde Park Ave., N.21.
Lab. 3618. (1015)
1952 (Dec.) Phase V Hillman Minx saloon, grey,
one owner, genuine mileage 12,000, taxed
year; £575.—R. B. Mead (Sales), Ltd., 42, Queen
St. Maidenhead, Tel. Maidenhead 3431-2. (C3011)
A. B. H. SIMONS & Co., Ltd.—1953 Hillman Minx
A d.h. coupe, black, fitted heater, nominal mileage,
one intelligent owner since new, excellent through-
out; £585.—94, Gt. Portland St., W.1. Lan. 1343.
(C4013)
1946 Hillman drop head coupe, maroon, red leather,
carefully maintained, in really excellent con-
dition, any examination.—Seymour and Clements, Ltd.,
28, Watford Way Hendon Central, N.W.4. Tel. Hen-
don 2146. (C4007)
525 gns.—Hillman Minx, October, 1951 Phase V
saloon, black, red upholstery, heater, one care-
ful owner, small mileage, good tyres, unworn spare,
exceptional condition; terms, exchanges; list; open 9-7
week-days and Saturdays.—Rowland Smith, Hamp-
stead (Hampstead Tube). Hampstead 6041. (C4018)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUDSON
HUDSON 28hp English-bodied 4-position drop head registered in positively outstanding condition, first registered 30/12/1939, fitted radio Ace Rimbells, fog lamp, Windstone horns, excellent tyres, beautiful upholstery and interior appointments with immaculate coachwork practically unblemished; £245, terms, exchanges—Finchley 7500 or 1505. (1518)

MANCHESTER—Hudson spares and repairs.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2674-5. (0861/R)
HUDSON MOTORS, Ltd., Great West Rd., W.4, Chiswick 5621, first-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. (0665/R)

HUMBER

BENTALLS, Ltd.

1949 Humber Hawk Mark III saloon, black; £485.—Kingston-on-Thames, Kingston 1001. (1209)

CAR MART, Ltd.

1950 Humber Super Snipe saloon, radio, heater; £525.

1948 49 Humber Pullman limousine, radio, heater; £275.—Cart Mart, Ltd., 150, Park W.1. Grosvenor 3434. (01059)

ROUNDABOUT offer:—

1949 Humber Super Snipe, body very clean, mechanically needs some attention, bargain; £350.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middlesex, Wadlow 1071-5. (C3058)

TOM GARNER, Ltd., offer:—

'52 Humber Imperial Mark III 7-passenger saloon; £1,195.

'53 Humber Super Snipe Mark IV, black, heater, 6,000 miles (used show purposes only); £1,145.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2, Blackfriars 9265-6-7. (C2020)

B. J. HUNTER, Ltd., offer:—

1951 Humber Hawk saloon, late diplomat's car, chauffeur maintained; £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Bladstone 5303. (C2040)

WARWICK WRIGHT offer:—

1953 Humber Super Snipe Mark IV saloon, gun grey, 8,000 miles, £1,125; another in sapphire blue, similar mileage.

1952 Humber Super Snipe Mark III saloon, steel grey, 23,000 miles, radio and heater, £750; another in black, similar mileage.

1951 Humber Super Snipe Mark III saloon, bottle green, 27,000 miles; £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

GUY SALMON AUTOMOBILES offer:—

1954 (March) Humber Super Snipe saloon, metallic grey/red leather, works mileage 555, as a new car at a saving of £160; £1,235.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

PHILIP RICKARDS, Ltd., offer:—

1954 (March) Humber Super Snipe, blue, 900 miles only; part exchange, deferred terms.—4, Brick St., Park Lane, London. W.1. Grosvenor 4772/3. (C3051)

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1951 (September) Humber Hawk, one owner, 16,000 miles, heater, taxed, £625.

9 Albemarle St., London. W.1. Tel. Grosvenor 5551. (C1018)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1951 Humber Super Snipe, green with beige leather, mileage 35,000; £595.

1950 Humber Super Snipe, green with beige leather, in excellent condition; £495.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1057)

1953 Humber Hawk saloon, black, heater; £875.

GORDON CARS (LONDON), Ltd., 375, Euston Rd., London. N.W.1. Eus. 6611. (C2025)

D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:—

1949 Humber Snipe 14hp saloon, black, brown interior, fitted with four new Goodyear Eagle tyres, excellent condition; £355.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. (C4009)

L 1949 Super Snipe, black, brown leather, unmarked throughout, really worth double; £445.

DOUGLAS CAR SALES, 506/522, Great Cambridge Rd., Enfield, Tel. Enfield 5190. (C1075)

1954 (Feb.) Humber Hawk, 1,300 miles only, £795; £895.—Coventry & Jeffs, Ltd., Bristol 20091. (1610)

1949 Super Snipe sal., one owner, black/brown leather, heater, 19,800 miles; £450.—May 5051. (C3050)

1949 Humber Super Snipe saloon, excellent order throughout, magnificent car, three months guarantee; £445.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3, Finchley 6236 (3 lines). (C1061)

1950 Humber Hawk, green, heater, superb condition; £550.—Paul, Peppard, Oxon. Kidmore End 3185. (1278)

1950 Humber S. Snipe Tickford coupe, green, excellent, radio, heater.—Tickford, Ltd., Tm. Bar 3358. (C4029)

1953 Humber Hawk, blue, beige leather; £795.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). (C4022)

1946 Humber Super Snipe, an outstanding example, only 16,000 miles; £575.—Jackson, Tel. Leam 54246. (1471)

12 hp Humber 1936, good condition, two owners new batteries, good tyres, £20; seen Chiswick, May 14-19. Box 5047. (1379)

1950 Humber Hawk saloon, green, sliding roof, radio, heater, excellent condition, director's car.—Hornchurch 549. (1636)

800 miles, 1954 Humber Super Snipe saloon, black, radio; £1,250.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821. (C3040)

HUMBER

1939 Humber 17hp; £165.—Hillingdon Motors, Ltd., 325-7, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 5588. (C2062)

1951 Humber Hawk saloon, very nice condition; £625.—Gordon Wooderson, 48a Dreyfuss Rd., S.W.16, Streatham 9636. (C4059)

1948 Humber Hawk saloon, one owner, clean, Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. W. X. 2760. (C2091)

1954 Humber Super Snipe, 800 miles only, radio, absolutely as new; £1,200.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Sloane 3557. (C3006)

1949 Humber Hawk saloon, one owner, 10,000 miles since engine overhaul; £395.—Davies Motors, Ltd., 273, London Rd., Staines, Staines 4211. (C3006)

1939 Humber 27hp, excellent condition, division, Hapfel hire car, taxed and insured; £220.—59, Upper Stone St., Maldstone, Kent. Evenings. (1397)

1949 Humber Super Snipe, heater, radio, very good condition throughout; £450.—C.M.C. (Caterham), Ltd., Caterham, Surrey, Tel. Caterham 4242. (1628)

1938 Humber Pullman, 7-seater with division, first class condition; £350.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. (C3057)

1950 Humber Hawk saloon, black/brown leather, very clean; £525.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. (C4054)

1948 (June) Humber Hawk 14hp saloon, grey, one owner, steering column gear change, a roomy car in sound condition, taxed year; £350.—L. F. Dove, Ltd., Guildford Rd., Woking, Tel. 1262. (C1078)

1948 Humber Hawk saloon, black/brown leather, in beautiful condition throughout, taxed; £415.—Cole's Garages, Ltd., 42, Worpole Rd., S.W.19. Wimbledon 015. (C1054)

1952 Humber Super Snipe, radio and heater, nominal mileage, carefully maintained and in excellent condition; first reasonable offer secured; £121. Bengo St., Hertford, Tel. 2362. (1305)

£244!!! 1953-9 Humber 16 saloon, magnificent specimen, carefully used, the finest small mileage, look at this vehicle, it's the genuineness we have ever had; 3 months guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., N.12, Finchley. (C2052)

1951 Humber Super Snipe, black, one owner, heater, radio, etc., in unblemished condition throughout; £655; used part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. (C3016)

245 gns.—Humber Snipe 1939 21hp de luxe saloon, also sliding head, leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (1359)

1952 Humber Super Snipe saloon, black, beige upholstery, mileage 28,000, one owner; this car is in new condition, exchange considered; Daimler preferred but not essential; Kingston Garage, Anley, Near Hull, Tel. 57156; evenings, Waddington, Ferryby 917. (1134)

1951 Humber Hawk Mark IV saloon, satin bronze, sliding head, red leather, heater, demister; 3 new tyres, new battery, exceptionally well maintained, one careful owner; £565.—Dodd, Wessex House, Bedford-on-Loddon, Basingstoke. Tel. Turgis Green 245. (1406)

DIESEL Humber Snipe W.D. saloon, black, fitted Perkins P.6 diesel and overdrive gear box 11,000 miles ago, mechanically excellent and very quiet, phenomenal performance yet docile, no vibration, 35 miles per gallon; £525 for quick sale.—Tel. Reading 4976. (1358)

A & S Limousines, extensive selection low mileage first class condition Humbers, guarantee certificate, ready service.

£345 privately chauffeured 24hp, Limousine, partition, forward occasional, leather upholstery, magnificent condition, 31,000 miles, economical.

LIMOUSINES 1947, mitted edge Pullman, partition, forward occasional, leather upholstery, reasonable mileage; £635. Selection from £485.

LIMOUSINES, privately chauffeured Humbers, L 1949/50, partition, forward occasional, leather, also cloth upholstery, radiator, mechanically, read, service, trace enquiries selected.

7-PASSENGER 1951 Imperial Saloons, leather upholstery, heater, radio, black, genuine low mileages, selection from £525.

LIMOUSINES, 1951 Pullmans, leather also cloth, heater, radio, first class condition, from £345. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. (C1006)

Humber Cars Wanted

R. ROOTS, Ltd.

DISTRIBUTORS

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM—Lower Temple St. (Central 8411.)

ROCHESTER—(Chatham 2231.)

WROTHAM HEATH—(Borough Green 4.)

MAIDSTONE—(Maidstone 3333.)

MANCHESTER—129, Deansgate (Blackfriars 6677.)

CANTERBURY—(Canterbury 3252.)

R. ROOTS, Ltd., Devonshire House, Piccadilly W.1. Tel. Grosvenor 3401. (0106/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber—Hampstead (Tube) N.W.2. Ham 6041. (W4015/R)

E.M.A. Ltd., Grove Rd., Southsea, Portsmouth 2166. (0410/R)

PRIVATELY owned Hawk—5, Brice Court, Kingston Hill, Surrey, Tel. 0441 Hill 2768. (W4057)

WANTED Humber Pullman or Imperial 1951 or 1952 model, 7-seater—Box 4833. (1018)

XXX H. F. Edwards offer immediate cash for good Humber cars.—Details please to 200, Great Portland St., London. W.1. Tel. Langham 0012. (W2035)

Humber Cars Wanted

TOP prices paid for 1930-51-52 Pullman limousines, Woodall Nicholson, Ltd., Well Lane, Halifax, Tel. 4231. (0330/R)

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 150, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. (0066/R)

C Ripples of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St. Nottingham, Tel. 46381. (0853/R)

7-PASSENGER, 1946/48/50/52 Limousines and Imperial Saloons, also private 1938/39 Limousines required immediately, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. (W1006)

Humber Spares and Service

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. (0398/R)

JAGUAR

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly. W.1. (Grosvenor 2287.)

HENLYS House, 385, Euston Rd., N.W.1. (Euston 2287.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Haling 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Ogilvie 4141).

HENLYS, Ltd., England's Leading Motor Agents. (0027/R)

ACRES offer:—

1952 model Jaguar Mark VII saloon, grey with grey leather, many extras, 19,000 miles only, indistinguishable from new; £1,095.

1951 19,000 miles only, fully modified, never raced, as brand new; £995; choice of another, in green, fully modified.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. (C1002a)

COACHCRAFT offer:—

£345 o.n.o.—1946 Jaguar 3½ special equipment engine, new gear box and differential assembly by main Jaguar agents, bills available, new tyres, very impressive car in first-class order throughout and not in need of overhaul or repairs; 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham, Tel. 6539. (C1053)

SLOCUMBS, Ltd.

JAGUAR 2½-litre 1939 model, in nice order; £265; with three months' guarantee; terms and exchanges.—Slocombs, Ltd., 38-52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869 (2 minutes Dollis Hill Underground station). (C4017-1)

SLOCUMBS, Ltd.

XK120 1951 model, fine condition throughout, £810; another in blue and quite unmarked, £255; both cars with three months' guarantee; terms if desired, part exchanges welcomed.—Slocombs, Ltd., 38-52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Adjacent Dollis Hill Underground station. (C4017)

GLANFIELD LAWRENCE offer:—

1947 2½-litre Jaguar Mark V saloon, grey with red leather upholstery, radio, heater, 20,000 miles, exceptional throughout, choice of two; £745.—407, High Rd., N.12, Finchley 0391. (C3053)

AUTOMOBILIA, Ltd., offer:—

1938 3½-litre Jaguar fourseater drop head coupe, black with red leather, radio, excellent condition; £295.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. (C1089)

H. BEART & Co., Ltd., offer:—

1947 Jaguar 1½-litre saloon, metallic grey with grey upholstery, very carefully maintained and in nice condition throughout; 2465-102, London Rd., Kingston-on-Thames, Kin. 3348. (C1081)

ROSE & YOUNG, Ltd., offer:—

1952 XK120, fitted all modifications, including wire wheels, radio, heater, spot lamps, etc.; very fast; £1,045.

1951 Jaguar Mark V drop head coupe, low mileage, exceptional condition; £795.

1951 XK120, fitted heater, blinkers, etc., exceptional condition; £795.

1949 Jaguar Mark V 3½-litre saloon, fitted radio, exceptional; £595-65-69. Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. (C3057)

BRADSTOCK MOTORS, Ltd., offer:—

£865—1951 Jaguar XK120, finished in most attractive duo-colour, fitted loose covers, heater, jagers, rad. blind, indicators, standard model, never raced, an outstanding example of this famous car.—Chase Rd., Epsom, Tel. 633. (C1090)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1954 registered Jaguar XK120, l.h.d., hard top, black with red leather, whitewall tyres, mileage 1,800; £1,250.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1557)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

GUY SALMON AUTOMOBILES offer:—

- 1954** Jaguar fixed head coupe, 200 miles only, colour black with red leather, quite as new; £1,525.
- 1953** (November) Jaguar XK120 drop head coupe, superb condition, 2,000 m.les, radio; £1,495.
- 1953** (August) Jaguar Mark VII saloon, 800 miles, radio; £1,375.
- 1949** (November) Jaguar 3½-litre Mark V saloon; here is a car which having had one fastidious owner since we are able to present in original condition and which can truthfully be described as equal to a 1953 model. H.M.V. radio, an extremely attractive proposition at £745.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]
- RICHARDS & CARR** always best value.
- 1953** XK120 fixed head coupe, black, one owner; £1,325.
- 1951** XK120 2-seater, one owner, 9,000 miles; £945.
- 1951** XK120 2-seater, unmodified, exceptional condition.
- 1950** Mark V saloon, 3½-litre, one owner, black; £675.
- 1949** 3½-litre saloon, radio, heater, new engine, quite exceptional; £450.
- 35** Kinnerton St., London, S.W.1. Sloane 5424. [C3945]

LAMBS OF WOOD GREEN for Jaguars.

- £844** 1951-1951 Jaguar XK120, definitely original condition, spotless throughout, carefully used and only sold for financial reasons, L.H.D. but fitted many extras worth £60.—Below.
- £745** 1951-1951 Jaguar Mark V de luxe saloon, speedometer reads 18,000 but whole vehicle like 5,000 miles.—Below.
- £545** 1951-1951 Jaguar 3½ de luxe saloon, first registered May 1951, not a Mark V but one of the most beautiful specimens we have ever had, carefully used, interior leather like brand new, chassis 100 per cent.—Below.
- £465** 1951-1947 Jaguar 1½ de luxe saloon, in that unusual and spotless condition associated with elderly ladies and expert chauffeurs, beautifully maintained, highly polished, whole car spotless, choice 2 others.—Below.
- £444** 1951-1947 Jaguar 3½ de luxe saloon, only 2 owners, have both loved and cherished this car giving it every attention, small mileage, bargain price.—Below.
- £295** 1951-1951 Jaguar 3½ de luxe saloon, similar vehicle to above, nearly looks and runs as well.—Below.
- £285** 1951-1951 Jaguar 1½ saloon de luxe, choice 2, 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

BROOKLANDS: Individually new and used cars.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1950 Jaguar Mark V saloon, black, brown hide interior, fitted radio, heater, etc., one owner, taxed, £680.—D. J. Shepherd & Co. (Enfield), Ltd., 456, Hertford Rd. Enfield Howard 1651 [C4009]

KJ MOTORS, Ltd., Jaguar main agents, offer:—

TWO immaculate low mileage Jaguar Mark VII saloons, both supplied and serviced by K.J.

1953 Mark VII, pastel blue, blue leather, one owner, taxed, £1,325.

1952 grey, grey leather, one owner, taxed year; £1,095.

WIDMORE Rd., Bromley Ravensbourne 3456. [C1058]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts.

A Welwyn 481-2-3, offer:—

1946 Rimblishers, heater, engine recently overhauled, excellent condition throughout; £325. [C1001]

C-TYPE Jaguar, racing—Chupstead Motors, see "Racing" column. [C1046]

BARTLETT, Jaguar XK120 fixed head coupe, r.h.d., one owner, radio, etc.; £1,095.

JAGUAR 1952 XK120, 1150 extras; £1,150—27a, Pembroke Villas, W.11. [C1013]

MARK VII, July 1953, black saloon, 1,000 miles; £1,350.—Box 5095. [C1021]

1948 Jaguar 3½-litre drop head coupe, immaculately maintained; £465.

REG. TIMMS (MOTORS), Ltd., 17-18, High St., Tooting, Beds. Tel. 571. [C4064]

1937 Jaguar 1½-litre, excellent condition, recent overhaul, economical; £170.—Kensington 1058, 1320 [C1320]

£420—Late 1946 1½ S.E. excellent.—Details, photo, 92, Coburg Rd., Dorchester. Tel. 1225. [C1462]

JAGUAR 1½-litre, grey, 1948, good condition, for quick sale no reasonable offer over £400 refused.—Rushlip 5835. [C1603]

£1095—April, 1952, Mark VII saloon, one owner, beautiful specimen, nominal mileage.

TWENTY-EIGHT other Jaguars in stock, XK120s, competition model 100 2-seaters and all others, saloons and drop heads, pre- and post-war; from £165. CAMDEN MOTORS, Leighton Buzzard 2041. [C1085]

1952 Jaguar Mark VII saloon, grey, grey leather, heater and seat covers, superb condition; £1,125.—Below.

1949 Mark V 3½-litre saloon, grey, blue leather, heater, etc., excellent condition; £635.—Robbins, East Putney, Tel. 4591. [C39010]

BEARDS OF KINGTON, Jaguar specialists, sales, spares, repairs—102, London Rd., Kingston, Tel. Kin. 3348. [C0081/R]

JAGUAR XK120 convertible, grey with red upholstery, complete manufacturer's extras, registered last month, 750 miles only.

1954 (Nov.) Jaguar Mk. VII grey with blue upholstery; £1,075.

COUNTY GARAGE, Sackville St., Manchester. 1. Tel. Central 6011 [C1574]

JAGUAR

1947 Jaguar 1½-litre special saloon, in black and brown, one previous owner, in very nice condition; £445.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2003]

1952 Jaguar Mark VII saloon, gun metal with grey upholstery, 12,000 miles only, many extras, absolutely as new; £1,240.

JOHN WILSON AUTOS, Ltd., Banderstead Rd., South Croydon, Banderstead 4260. [C4055]

1939 2½-litre Jaguar sal., very good mechanically; first £200 secured.—Wadham Garages, Ltd., Weston-a-Mare. Tel. 269.

1953 Mark VII saloon, grey/grey leather, radio, heater, Lifeguard tubes, 16,500 miles, one owner; £1,275. May, 5051. [C3030]

1939 Jaguar 2½ drop head coupe, guaranteed; £200; payment deferred. Oldfield, 396, Kensington High St., W.14. Wes. 6651. [C3029]

1951 Jaguar 3½-litre Mk. V d/h coupe, fitted heater, radio and new white wall tyres, small mileage, very nice; £795.

THOMPSON-DORRY, Ltd., Southampton. Tel. 56934/5. [C1560]

495 gns.—Jaguar, 1949, 3½-litre saloon, sliding head, leather, radio, heater, discs, excellent condition; terms, exchanges.—Rowland Smith, below.

375 gns.—Jaguar, September, 1947, 3½-litre saloon, sliding head, leather, heater, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Jaguar, 1939 model 1½-litre foursome drop-head coupe, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

£275 1939 1½-litre Jaguar saloon, reconditioned engine, excellent condition; terms.—Auto-snips, 5, Balham High Rd., Balham 1509. [C1009]

1952 Jaguar Mark VII, silver/red, superb condition, low mileage, radio, heater, taxed year, no dealers; £1,125.—Wimbledon 4362. [C1478]

1949 Jaguar Mk V 3½-litre saloon black, exceptional condition; £650.—H. A. Sanders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511 [C4040]

1950 2½ Mk. V, one owner from new, veteran H.M.V. driver, genuine 28,000, H.M.V. radio; £675.—116, Northenden Rd., Sale, Manchester. Tel. Sale 3138. [C1318]

1948 Jaguar 1½-litre S.E. saloon, black, a delightful one owner car; £495.—London Cars, 592-C, Greenford Rd., Greenford, Middx. Wuxlow 264. [C2057]

1949 Jaguar 3½-litre saloon, silver grey, red leather, Ace disc, excellent condition throughout; £495.—Peter Guest, Ltd., Kings Lynn Tel. 4129. [C2053]

1949 (March) Jaguar 2½-litre saloon, grey/red upholstery, heater, radio, one owner genuine mileage 26,500; £525.—Holland & Hollinhead, Alnager, Tel. 406-7. [C1180]

1953 Mark VII Jaguar, grey/grey, radio, 14,000 miles, taxed; £1,275.—Halls (Finchley), Ltd., Osdon Parade, Nth Finchley, N.12 (Tally-Ho.), Hillside 1044/5. [C1589]

NOVEMBER, 1953, Jaguar Mk. VII, black saloon, very low mileage, perfect car; £1,400.—Apply Hartwells of Oxford, Ltd., Banbury Rd., Oxford. Tel. Oxford 55211. [C1336]

1948 (Oct.) Jaguar 2½-litre drop-head foursome coupe, lavender-grey, green upholstery, heater, radio, good condition, two owners from new only 25,000 miles; £500.—Box 4934. [C1204]

1939 2½-litre Jaguar, 95,000, only two owners, re-engineered at £5,000, wonderful condition; £250.—For trial apply Nutfield Service Station, Surrey, Tel. Nutfield Ridge 2285. [C1253]

1949 Jaguar 1½-litre special equipment saloon, low mileage, 3 months' guarantee; choice of two of £550, parts exchanges, deferred terms.—Chas. of Ealing, Perivale 4404/5. [C1043]

1952 (September) 1953 model Jaguar Mark VII, ivory, red upholstery, 1,000 miles, £1,175.—Vare Motors, 472, Archway Rd., Highgate N.8, Mountview 9039 and 5306. [C1545]

1948 Jaguar 1½-litre, special equipment saloon, radio and heater, a beautifully maintained car throughout, taxed; £495.—Cole's Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054]

JACK ROSE, Ltd., offer 1950 Jaguar Mark V saloon, black and brown, hide, very clean open to any examination; £675.—Stafford Rd., Wallington, Surrey, Wallington 6677. [C3056]

1949 3½-litre saloon, original black with brown leather, unmarked, fair conditioning, Ace disc, etc., fastidiously maintained in immaculate condition throughout; £325 o.n.o.—Tel. Bristol 58516. [C1243]

1948 Jaguar 3½-litre drop head coupe, black, brown, tax'd, 25,000 miles, new tyres, battery, fitted heater, radio, perfect condition; £480.—Haskins Garage, Wroughton, Swindon. Wroughton 263. [C1461]

1947 Jaguar 1½-litre sports saloon, black, brown hide, sun roof, heater, first-class condition, a most beautiful specimen; £400.—Pavilions Service Garage, London Rd., Guildford 5326. [C3035]

1950 Jaguar 3½-litre Mark V saloon, black with brown leather interior, loose covers, moderate mileage, in very good condition; £395.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0896. [C1073]

1953 (July) Jaguar XK120, grey, genuine mileage 3,000 only, one owner, factory fitted radio and twin exhausts, absolutely new throughout; £1,325 or near offer; exchange considered.—Tel. Preston 4794 or Box 49275. [C1275]

1949 Model Jaguar 1½-litre, new engine, 3,000 miles ago, silver with blue leather, radio, heater, wheel discs, as new throughout; £545.—Grosvenor Motors (Manchester), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950. [C1568]

1954 (26th March) Mark VII saloon, battleship blue with grey leather, a beautifully maintained H.M.V. radio, absolutely unblemished and fully guaranteed, throttle restrictor not yet removed, unique opportunity to purchase virtually new car at a saving of £100 from list price; £1,575.—Campbell Symonds, Wembley 6262. [C1037]

£1575—1954 KX convertible coupe, in equal to new condition, having been run in very carefully and just had throttle control removed, cost nearly £1,700, reason for sale, family only, an opportunity to buy the finest possible value for money and have immediate delivery; exchange considered; 13, High St. South, East Ham Grange 5834. [C3032]

JAGUAR

XK120, 1951, lady owner, black, immaculate throughout, very recent overhaul by manufacturer, 100% A.A. report, fortnight ago, all badges new, beige/red leather, spotless, flame-thrower and wide beam, stone guards, etc., guaranteed genuine 26,000 miles, original tyres still fitted, taxed, uncrushed and unmodified, complete car perfect; £950 or best offer.—Tel. Harrow 2339 or 4795. [C1468]

Jaguar Cars Wanted

R. ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition post-war Jaguar cars, offers appreciated.—Portsmouth Rd., Guildford Tel. 52037. [C034/R]

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. [W5016/R]

MAIN dealers, urgently require modern Jaguar cars, Tel. Pa-mens Green 3631-2-3. [W4002/R]

1951 53 Jaguar XK120 for private cash buyer.—Tel. Chertsey 2169. [C1271]

BARTLEY will pay more for good Jaguars.—27a, Penbridge Villas, W.11. Bayswater 0623. [W1013]

MARSHON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta 8000. Seven Sisters Rd., Tottenham, N.15. [C1070/R]

1½ litre Jaguars urgently required.—London Cars, 592-C Greenford Rd., Greenford, Middx. Wuxlow 264. [W2057]

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 9641. [W5041]

JAGUAR Mk. V required: good prices paid for clean cars.—Ross Motors, Ltd., Regent St., Hinxley, Leics. Tel. Hinxley 558. [W0975]

TOP price paid for Jaguar or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016]

Mk. V 3½/3½-litre wanted, cash transaction.—Full service, Palmer, 314, Hagley Rd., Edgware, Birmingham. Tel. Bearwood 1197 (anytime). [C1645]

XXX H. F. Edwards offer immediate cash for good Jaguar cars.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W5003]

Jaguar Spares and Service

HENLY'S, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1938

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

QUICK completion of repairs. [C0563/R]

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. [C0563/R]

FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Palmer Green 5631-2-3. [C18002/R]

PAINHEIMER MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar, spares; replacement and repairs facilities.—Bath Rd., Slough, Tel. 22394. [C0430/R]

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [C0485/R]

LEONARD WILLIAMS & Co., Ltd., offer Jaguar L service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [C0528/R]

LANCASHIRE specialised sales, repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080; Deansgate, Manchester. Tel. Deansgate 4507. [C0392/R]

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Fort Avenue, Wembley. Arnold 1154-5. [C0718/R]

JEEP

JEEPS, private or commercial, all spares, return post.—Wick Autos, Hampton Wick, Kin. 4718. [C0820/R]

£120 buys a special bargain.—See Metamex, famous for 12 conversions.—36B, Belisle Lane, N.W.3. Hampstead 8231. [C0527/R]

JEEPS.—Britain's leading Jeep specialists, all spares in stock, prompt despatch, rebuilt Jeeps detachable bodies, utilities, 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013/0621. [C0041/R]

JEEPS!—Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Auto-Jep, Ltd., Winchester. Tel. Winchester 4634. [C1010]

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; H.P. terms available.—Mansell & Fisher (see Jeep Spares, below). [C3066]

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; 1954 illustrated assembly guide and parts catalogue, price 1/-; largest stocks, lowest prices; exchange plan engine, gear box, etc., etc.; noted for all American spares.—531-533, High Rd., Chiswick, London, W.4. Chiswick 1919/6850. [C0355/R]

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeep.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Jeep Spares and Service

JEEP Service Station overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. [C3066]

5785, 4732, 4739. [C3066]

JENSEN

ACRES offer:—

1939 Jensen 3½-litre saloon, silver grey, blue leather upholstery, one owner only since new; £250.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Maccusly 2211-2. [C1002]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JENSEN
BROOKLANDS: Individuality, new and used cars.
NEW Jensen Interceptor for early delivery; particular cars available on "541."
BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 6331-6.
(C1029)

JOWETT

JOWETT
WELBECK MOTORS LTD., for Jowetts.
A SELECTION from our stock:—

1953 Series III Javelin de luxe, turquoise blue, beige hide, 5,000 miles, identical to new, these almost-new latest-type Javelins de luxe are now very rare and difficult to find; price £775.

1952 Jupiter Mark I, copper coloured, replacement engine; £620.

1952 Jupiter—2 fabulous car: special detachable hard top giving closed-car comfort and superb appearance; also can be used with the normal Jupiter hood; British racing green and cream; full Series III engine fitted six months ago; Motorola; heater; twin spots and many other extras; £645.

WELBECK MOTORS LTD., 107, Crawford St., London, W.1 (near Baker St. Station), Welbeck 1139 (6 lines). For the largest Jowett agents in the country. (C1040)

SLOOMBERG, Ltd.
JOWETT Jupiter, 1953, finished in green, mileage 10,137 and as new throughout; £715; with three months' guarantee; part exchanges and terms if desired.—Sloomburg, Ltd., 29-32, Duddle Hill Lane, Willenden, N.W.10, Willenden 4869. Adjacent Dollis Hill Underground Station. (C1017)

CLARKES OF FIBRIGHT.
THE Jowett centre of the south offer:—

1952 Javelin de luxe saloon, grey with red leather, one owner, 18,000 miles; £625.

1952 Jupiter, British racing green, recently fitted new series 3 engine and new hood, luggage carrier and heater; £625.

1951 Javelin de luxe saloon, turquoise blue, heater and radio; £550.

1951 Javelin de luxe saloon, heater, one owner, 24,000 miles; £575.

1950 Javelin saloon, choice of 2; £450, £475.

WE wish to purchase good used Javelin and Jupiter cars.

CLARKES OF FIBRIGHT. Fibright, Surrey, Tel. Brookwood 2201. (C1049)

BRADSTOCK MOTORS, Ltd.
£550.—1950 (Aug.) Jowett Javelin de luxe saloon, grey with red leather, heater, screen washers, just fitted Series 3 engine; this car has been engine-owned and is in perfect condition throughout.—Chase Rd., Epsom, Tel. 635. (C1019)

CAVENDISH MOTORS offer:—
1948 (November) Javelin, one owner, H.M.V., push button radio, heater, leather upholstery, has had reconditioned engine fitted, also Lucas fog lamp, demister, dipping mirror, interior and exterior condition exceptional, chassis perfectly maintained; £445.—Cavendish Motors, Highgate Park, London, E.4, Larkwood 2744 and 5854. (C1514)

H. BEART & Co., Ltd., offer:—
1950 Jowett Javelin de luxe saloon superbly maintained by one original owner since new and thoroughly recommended at £495.—102, London Rd., Kingston-on-Thames, Kin. 3348. (C1081)

RICHARDS & CARR, always best value.
1951 Javelin de luxe, one owner, beautifully maintained; £515.

1949 Javelin recently £160 overhaul, series III engine; £495.

35, Kinnerton St., London, S.W.1. Sloane 5424. (C1045)

GUY SALMON AUTOMOBILES offer:—
1953 Jowett Jupiter, Mark III engine, 15,000 miles, one owner, extremely good condition throughout; £565.—Purtonmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C1040)

H. A. SAUNDERS Ltd., Golders Green, offer:—
1954 Jowett Jupiter Mark IA, ivory; £1,028/4/2.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (C1004)

H. M. BENTLEY & PARTNERS, Ltd., offer:—
1953 Series III Javelin de luxe saloon, grey and red; £715.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. (C1018)

JAVELIN 1949 model, a specimen motor car, de luxe model, completely as new; £420.

SCOTT CARS, 347, Finchley Rd., London, N.W.5. Hampstead 2100/9976. (C1016)

1938 Jowett Jupiter, in clean condition, just rebored; £120.

1938 Culvers, Stansted, Essex. Stansted 3574. (C1472)

1949 Javelin, maroon, 30,000 miles, recond. engine, heater, tartan covers (Glasgow); £1,196. Box 5060. (C1596)

JAVELIN saloons, 1950 models, £475 and £500; also 1949 de luxe saloon, £450.—Buntings Motor Exchange, Harrow, Tel. 6225-6. (C1523)

GODFREYS Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory trained mechanics.

GODFREYS Ltd., 228, 234, London Rd., Croydon, Croydon 3641-2, 329, Gt. Portland St., W.1. Eas. 4632-4; Bushwood Corner, Leytonstone, E.11. Wan. 5101-3. (C1045/R)

£585.—1952 Jowett Javelin saloon, bronze with red upholstery, fitted Lucas spot lamp, in thoroughly good all-round condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. (C1070)

JOWETT
1952 Jowett Javelin, black, red leather, one owner; £525.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) (C1022)

1951 Jowett Javelin, faultless; £515.—Smith & Hunter, Ltd., 376, Kensington High St. (C1019)

1952 Jupiter, very carefully used, radio, heater; £505, sacrifice.—Harper, Myland, Bercies Rd., Carlton, Lowestoft. (C1452)

1949 Jowett Javelin, bargain; £425.—Vare Motors, 372, Archway Rd., Highgate, N.6. Mountview 9059 and 5506. (C1546)

1953 (May) Javelin saloon, black with brown leather upholstery, radio and heater, mileage 14,349; £700.—Rootes, Ltd., High St., Rochester, Tel. Chatham 2251. (C1315)

1952 (Nov.) Jowett Javelin de luxe saloon, £650; or hired 36 months, inc. tax and ins. £26.2.—The Cooden Engineering Co., Ltd., Cooden, Bexhill-on-Sea. Tel. Cooden 600. (C1267)

1951 series Jowett Javelin saloon de luxe, one owner, maroon, excellent condition; £515.—R. & Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. (C1011)

ROSE & YOUNG, Ltd.—1952 Javelin de luxe saloon, exceptional condition, bronze; £575.—65-69, St. Nicholas Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. (C1057)

1951 Jowett Javelin de luxe, one owner, new engine 12,000 miles ago, new tyres, radio, heater, extra lamps, mirrors, windscreen washer, etc. £545.—Dr. Nicholas, Royston, Herts. Tel. 3222. (C1633)

1954 standard Javelin, 1,450 miles; this car is under guarantee and as brand new, registered March 15; service vouchers intact except lat. Underseal, price, £770.—Box 5078, or Tel. Keisall. (C1532)

G & M ALFREDS (1936), Ltd., formerly Guy Alfreds.—1952 Jowett Javelin, one private owner only, outstanding condition throughout, beige leather upholstery; £565.—6-7, Warren St., W.1. Euston 3268. (C1005)

1953 Javelin de luxe, finished silver grey with red leather, one owner, 10,000 miles, quite as new; £745; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. (C1016)

DOCTOR wishes dispose Jowett Javelin, March 1953, factory reconditioned engine now running in, Tygon covers, radio, heater, Flammethrowers, Oilcol, many other extras, 2 spares remounted, meticulously maintained and in perfect condition, A.A. or R.A.C. inspection invited; £750.—Walsh, 2, The Drive, Crosskeys, Leeds. Tel. 45673.

A SPECIMEN 1952 model (December, 1951) Javelin de luxe saloon, finished immaculate and original metallic dark grey with unmarked red hide; fitted new H.M.V. de luxe radio this month, heater, Ace Rimbellers, completely reconditioned engine 10,000 miles ago; this car is thoroughly recommended as the finest we have offered for some considerable time; open to any trial or inspection; £610.—Below.

1951 (October) Javelin de luxe saloon, finished maroon/beige leather, H.M.V. radio, heater, in outstanding order throughout, mechanically superb, one owner, car supplied and serviced by us from Nov. 1951.—Gordon White & Co., Ltd., Gerrards Cross. (C1596)

Jowett Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

JAVELIN and Jupiter wanted.—Richards & Carr 35, Kinnerton St., London, S.W.1. Sloane 5424. (W5045)

Jowett Spares and Service
WILLIAM ARNOLD, Ltd.
JOWETT distributors.

COMPREHENSIVE stock of spares; sales, service.—Upper Brook St., Manchester, 13. Ardwick 4561. (C1517/R)

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

COMPLETE spares for Javelins and Bradfords, always in stock, specialised repairs, tuning and service.—Horley, Surrey, Tel. Horley 17. (C1061/R)

KINGSTON-ON-THAMES Jowett distributors; all spares and replacement units available plus specialised service.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden 777 (4 lines). (S4053/R)

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). (C1009/R)

BIRMINGHAM agents; large stock of spares.—Frank Moseley (A. & S.), Ltd., The Depot, Steward St., Birmingham, 16. Edg. 0816. (C1048)

JOWETT spares: Gordon Cars (London), Ltd., have the largest stock of spares and give the finest service.—7-9, Russell Parade Golders Green, N.W.11. Speedwell 9761. (C1135/R)

BUNTINGS MOTOR EXCHANGE offer unrivalled service and repairs for Jowett Javelins, Bradfords and pre-war Jowetts.—Bonnersfield Lane, Harrow, Tel. 6225-6. (C1075/R)

A.V. MOTORS, Ltd., Park Rd., Teddington, Middlesex.—Tel. Kingston 9710.—The Jowett specialists and area agents, over 28 years' Jowett experience, spares and service. (C1075/R)

LAGONDA
H. W. MOTORS, Ltd., offer:—

1953 (late) Lagonda drop head coupe, finished grey with blue upholstery, fitted radio, Ace embellishers and many other extras, this car has covered only 4,000 miles and is indistinguishable from new; £1,950.

1950 Lagonda drop head coupe, gunmetal grey, red leather, one owner, works maintained; £1,250.—H. W. Motors Ltd., Walton-on-Thames 2404-5-6. (C1042)

PERFORMANCE CARS, a good selection, always available; written guarantee.—See under "Sports Cars."

LAGONDA
GUY SALMON AUTOMOBILES offer:—

1952 Lagonda 2.6-litre saloon, 20,000 miles; £1,595.—Portsmouth Rd., Thames Ditton, (C1061)

BROOKLANDS: Lagonda distributors; latest 1954 models on show and for demonstration.

1954 Lagonda 3-litre saloon by Tickford.

1953 Lagonda 1954 latest specification 3-litre Tickford 4-seater coupe.

1953 Lagonda 2.6 Mark III 4-door saloon.

1953 Lagonda 2.6 Mark I 4-seater coupe.

1952 Lagonda 2.6 Mark I saloon 13,600.

PAYED by makers for guarantee.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 6331-6. (C1029)

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.).

1938 4½-litre L66 coupe, independent suspension, now in course of comprehensive workshop check.

FURTHER particulars of these and other models now in course of preparation available on request; any make taken in part exchange.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 273, London Rd., Staines, Tel. Staines 4211-2-3-4-5. (C1090)

1952 2½-litre four-seater coupe, maroon, beige leather and hood, radio, heater 9,000 miles; £1,800.—May 5051. (C1053)

1949 2.6 Lagonda saloon, 32,000 miles, heater and radio; £995.—Woking Motors (Maybury Hill), Ltd. Woking 1928. (C1057)

LAGONDA 1954 4½-litre black saloon, exceptional condition throughout; £250; smaller saloon considered in exchange.—Box 5094. (C1622)

4½ Lagonda sports saloon, 1937, condition as new. Any expert examination, many extras; £375. a.n.o.—Holloway, 47, Lee Crescent, Edgialston, Birmingham. (C1059)

1938 Lagonda V.12 sports saloon, short chassis, wonderful maintenance history, radio; £675.—Taylor & Crawley, Hyde Park Corner, 35, Grosvenor Crescent Mews S.W.1. Sloane 5213. (C1056)

ROSE & YOUNG, Ltd.—1950 Lagonda saloon, exceptional condition, one owner since new, excellent history at work, taxed; £350.—65-69, St. Nicholas Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464.

£499.15.—1937-8 Lagonda 4½-litre 6-cyl sports saloon, this vehicle is in genuine specimen and original condition, anyone who knows Lagondas will tell at a glance this is one of the finest vehicles on offer 5 months' guarantee; hire purchase, exchange.

LAMBS OF WOOD GREEN, Finchley Showrooms, L 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C1052)

Lagonda Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

PERFORMANCE CARS urgently require: Lagonda.—Great West Rd., Brentford, Middlesex. Ealing 8841. (W3041)

PRIVATE buyer requires 1938-9 Lagonda L.G.S. o.h. coupe preferred, fullest particulars including price must be given, and car shown will require to undergo A.A. examination.—Box 4975. (C1240)

Lagonda Spares and Service
DAVIES MOTORS, Ltd.—See our display advertisement on page 617. (C1080)

LAGO-TALBOT
1951 Model Lago-Talbot 2-litre saloon, fabulous bodywork, Bristol style, cost over £4,000, now £1,395; originally the Motor Show car.—Autowork, Winchester, Tel. Winchester 4834. (C1010)

LANCHESTER
CAR MART, Ltd.

1952 Lanchester 14hp Leda saloon, heater; £895.—102, Car Mart, Ltd., 57, Davies St., Grosvenor Sq., W.1. Mayfair 5011. (C1059)

TOM GARNER, Ltd., offer:—
'53 Lanchester 14 saloon, blue with leather, 2,000 miles only, £1,155.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C1000)

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 14hp saloon (1953), grey, blue leather, 5,000 miles; £985.

LANCHESTER 14 saloon (1952), black, brown leather; £875.

LANCHESTER 10 saloon (1947), black, red leather; £575.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) Service; 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464.) (C1022)

LANCHESTER 11hp, 1939, economical, and roomy family car in excellent condition, London 1761. £180.—Box 5059. (C1371)

1938 Lanchester 20 saloon, immaculate, guaranteed; £185; payments—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. (C1049)

1938 (June) Lanchester 14hp Roadrider sports saloon, perfectly maintained by one owner since new, mileage only 60,000; £385.

THOMPSON-DOXEY, Ltd., Southampton. Tel. 56934-5. (C1559)

LANCHESTER LTD 10 saloons, choice of two, black, 1946 and 1948 from £450.—Coventry & Co., Ltd., Bristol 20091. (C1613)

1953 Lanchester 14 Road Rider, 5,000 miles only; £895.—Clayton's Cars (London), Ltd., 17, Brunel Place, London, W.1. Tel. Mayfair 4571. (C1050)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Lancaster Cars Wanted
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Lancaster.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Lancaster Spares and Service
ARCOT ENGINEERING, Ltd.—Prescriptive gear boxes exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. (Q237/R)

CROYDON—Donald Vince & Co., Ltd., Daimler and Lancaster specialists, for sales and service.—Kilgerminster Rd. Croydon 5775. (Q498/R)

ALLEN'S, Victoria Rise, Clapham, S.W.4. Lancaster and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. (Q463/R)

LANCIA
MAIDSTONE ENGINEERING CO.

LANCIA Aprilia saloon: this is the personal property of the director and is without doubt one of the finest examples in the country, fitted with Big-bore engine, raised compression ratio, all new tyres on 1959 wheels, finished in most beautiful duo colours of burgundy and Portland grey with red leather interior and all new carpets to match, fitted H.M.V. push-button radio (almost new), heater, taxed for the year, complete with all tools and new Scintilla magneto, brand new heavy duty extra large battery, new tartan floor covers specially tailored; this car is capable of 50 mph with over 32 mpg and will cruise at 75 mph; this car has been kept in 100% condition regardless of cost; £495; terms exchanges.

CROSS St., Pendleton, Salford 6, Manchester. Pen. 3457. (C3000/R)

LANCIA Aprilia 1937 in excellent condition; £320.—S. & S. Motors, 165A, Westbourne Grove, W.11. Bay. 1614. (W1594/R)

£175—Lancia Augusta 1100cc saloon, 1934, garage proprietor's car, exceptionally maintained.—Speedsters, Ltd., Horley 628. (C4000/R)

1939 Lancia Aprilia, Andre shock absorbers, just had complete overhaul; £475.—Woking Motors (Maybury Hill), Ltd., Woking 1923. (C4007/R)

1939 Lancia Aprilia saloon, a very smart car in 2 shades of blue with Tyan loose covers to match, 4 new tyres are fitted and there are several extras, including twin Marchal spotlights; at present it is undergoing a thorough check-over at a Lancia specialist and will be sold subject to any trial or inspection; £395.—Portland Sports Autos, Meadowhead Garage, 186, Meadowhead, Sheffield, S. Tel. 4321. Open Sundays (for inspection). (W1593/R)

Lancaster Cars Wanted
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Lancaster.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilia, 41-42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. (W2054/R)

Lancia Spares and Service
LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics. Genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Aliperton, Wembley, (Perivale 5656.) (Q320/R)

LEA-FRANCIS
HAROLD SIMONS, Ltd., offer:—

1949 Lea-Francis 2/4-seater roadster, 22,000, spot-light and side head lamp, 28mpg with a vivid performance; £545; trade enquiries welcomed; 3 months written guarantee; free service; exchanges; deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0352-53. (C4065/R)

B. J. HUNTER, Ltd., offer:—

1952 Lea-Francis 14hp saloon; fine car offered at attractive price of £695. (C2040/R)

1948 Lea-Francis 14hp saloon, maintained regardless; £495. (C2040/R)

1947 Lea-Francis 14hp saloon, engineer maintained; £450. (C2040/R)

B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6305. (C2040/R)

MAIDSTONE ENGINEERING CO.

1951 (March) Lea-Francis 14hp Sportman's streamlined saloon; this is the latest type bodywork and is in really excellent condition. Finished in maroon and black with fawn leather upholstery throughout with carpets to match, all of which are literally unmarked, fitted heater and windscreen washer, excellent tyres and new battery, taxed; this is a genuine one-owner specimen low mileage car, open to any trial; offered at the low figure of £795; terms, exchanges.

CROSS St., Pendleton, Salford 6, Manchester. Pen. 3457. (C3000/R)

CHARLES POLLETT, Ltd., sole distributors Lea-Francis, London and Home Counties, offer:—

1951 Lea-Francis 14hp streamline sal., black, beige leather, heater, screenwash, sun roof, one owner, 20,000 miles, guaranteed; £875 (cost new £1,700). (C2040/R)

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. (C2040/R)

SERVICE Works and Stores: Barnsdale Yard, off Egin Ave., W.9. Cunningham 5956. (C2040/R)

£398—Lea-Francis 1½-litre 1946 4-door sports saloon, excellent cellulose and mechanical condition; many others. (C2040/R)

BENMOTORS, 1, Clarendon Rd., Holland Park, W.11. (Park 5060-7.) (50yds Holland Park Tube). Exchanges, H.P. (C2040/R)

1948 Lea-Francis 14hp, black, brown leather, fitted radio, excellent condition; £485.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. (C2040/R)

1951 (September) Lea-Francis 14 saloon, radio, heater, excellent condition; £595.—Halls (Finchley), Ltd., Odcon Parade, Nth. Finchley, N.12. (Tally-Ho.) Hillside 1044-9. (W1593/R)

LEA-FRANCIS
£535—1950 series Lea-Francis 14hp saloon de luxe, independent suspension model, carefully used, immaculate condition, seats 5, very economical and tremendous performance, 3 months' guarantee; hire purchase exchanges. (C2062/R)

LANCASHIRE OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2062/R)

Lea-Francis Cars Wanted
B. J. HUNTER, Ltd.,

FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6305. (W2040/R)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

Lea-Francis Spares and Service
LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 6004-5-6. (Q392/R)

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners. (C2062/R)

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. (C2062/R)

SPECIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Egin Avenue, W.9. Tel. Cunningham 5936-7. (Q695/R)

LIMOUSINES

HUMBER Mark II Pullman limousine, 1949, division, widest occasional, beautifully appointed interior, fastidiously maintained; 7500s. (C1015/R)

HUMBERS Pullman limousine, attractive knife-edge design, immaculate black cellulose trimmed in best leather with fitted loose covers, good mechanical condition; 4500s. (C1015/R)

CARRIAGE GARAGES, Ltd., High St., Purley, Surrey. Updowns 4812. (C1041/R)

1937 Buick, Harrop and Mabery, 7-passenger limousine very good condition throughout, ideal hire car; £300.—Barnmore '96 Queensway, W.2. Bayswater 0156. (C1015/R)

£535—1952 Morris Oxford 7-seater hire-car, one of the few available, most desirable vehicle with division, wide face-forward occasional, leather upholstery front and rear, probably the most economical full 7-seater post-war hire-car in existence. (C1015/R)

£795—1949 Humber Pullman Mark II limousine, latest type body styling, privately owned with full air-conditioning and heaters front and rear, moderate total mileage; choice of four other Mark II 1949/50 Pullmans. (C1015/R)

£475—1946/7 Humber Pullman limousines, choice of ten from this price. (C1015/R)

£350—1939 Austin Iver limousine; of very good appearance and recently overhauled by distributors at a cost of nearly £100; good tyres. (C1015/R)

£395—1940 Chrysler Imperial eight-seater with special overdrive, bench-type front seatina, wide occasional in leather, built-in heater, one since 1945, excellent condition; many others in stock. Camden Motors, Leighton Buzzard 2041. (C1035/R)

A&S Limousine Specialists: Display Fifty carefully Limousines (mechanical guarantee certificate) ready service. (C1006/R)

A&S offer only selected first class condition Limousines (see Classified advertisements) Armstrong, Austin Twenty, Four Sheerline 7-seater, 1951/2 Hircars, Twelve post-war Humbers, exceptional selection first class condition privately owned Rolls-Royce, 1933 Deluxe model Packard 1950 Wolseley, Detailed lists despatched. Competitive prices. Alpe & Saunders Limited, Providence Court, North Audley Street, Mayfair-2941. (C1006/R)

LINCOLN

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars". (C4015/R)

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., 61, West Rd., Brentford. Tel. Ealing 4506-9. (Q747/R)

LOYD

LOYD 1950, immaculate condition throughout; £185.—Dyer, 24, Brook Rd., Boreham Wood. (L400/R)

MERCEDES-BENZ

MERCEDES-BENZ type 500K cabriolet, cream with maroon hood and upholstery, in absolutely first-class condition. (C4043/R)

L. F. WARD, Ltd., 7, Hanover Court, Yard, Hanover St., London, W.1. Tel. Mayfair 5553. (C4043/R)

1954 type 170 diesel demonstrator, negligible mileage, below list.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds, 7. Tel. 43405. (W1553/R)

MERCURY

ON all matters of sales, spare parts, repairs and service consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., 61, West Rd., Brentford. Tel. Ealing 4506-9. (Q747/R)

M.G.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1952 M.G. model T.D. 2-seater, colour black, leather upholstery, seat covers and extras, 18,000 miles, one owner, immaculate car; £600. (C3042/R)

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. (C3042/R)

CAR MART, Ltd.

1953 M.G. T.D. 2-seater Midgest; £635.—Car Mart, Ltd., 382, Streatham High Rd., S.W.16. Str. 0054. (C1039/R)

£325—1946 (Oct.) M.G. T.C. 2-str. (C1039/R)

£395—1949 (Dec.) M.G. T.C. 2-str. (C1039/R)

LITTLERLAND MOTORS, Hawththorpe Rd., Liverpool, 21. Tel. Waterloo 2825 (L350/R)

M.G.

PC

PERFORMANCE CARS.

THE biggest and best guaranteed selection of sports cars in the country.

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of comprehensive stock, not just one which might prove unsuitable. (C3041/R)

M.G. T.F., 4,000 miles, 1954, £795; M.G. 1½-litre sports saloon, 1951, £545. (C3041/R)

CHOICE of two T.A.s: 1949, £445; 1949 1500, £395; choice of two T.A.s: 1939, £295; 1938, £265. (C3041/R)

CHOICE of one T.B. Tickford coupe, 1939, £325; one P.B. 9hp 4-seater, specimen, 1936, £245. (C3041/R)

CHOICE of two P.A.s: 1935, £165; 1934, £165; two J.2.s: 1933, £145; 1933, £125. K.2 Magnette, 1933, £145. (C3041/R)

CHOICE of six 2-litre: 1937/8/9 saloons, from £165; 1937/8/9 coupes, from £145. (C3041/R)

CHOICE of three V.A.s: 1937/8/9 tourers, from £245; 1939 2.6 dr p head fourseater, £255. (C3041/R)

IMMEDIATE hire purchase, insurance and part exchanges; many others in stock; see under "Sports Cars". (C3041/R)

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex. Ealing 8841. (C3041/R)

HPG

1948 T.C., two owners since new, 12,000 miles since complete overhaul engine like a new pin, to render the coachwork as good we have completely recellulosed her Flame Red, and fitted new black hood and tonneau piped in red to match; excellent tyres, spotless chromium and red upholstery, oil coil, twin horns, a real picture; £440, terms exchanges.—Highams Park Garages, Ltd., c/o Beverly Motors, Beverly Rd., Highams Park, London, E.4. Tel. Wembley 7208/2931. (C1086/R)

B. J. HUNTER, Ltd., offer:—

1953 M.G. T.D. 2-seater, one owner, faultless condition; £625. (C2040/R)

B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6305. (C2040/R)

AUTOMOBILIA, Ltd., offer:—

PRE-WAR 1½-litre V.A. M.G. de luxe saloon, grey hauled at blue leather interior, engine completely recellulosed her Flame Red, and fitted new black hood and tonneau piped in red to match; excellent tyres, spotless chromium and red upholstery, oil coil, twin horns, a real picture; £440, terms exchanges.—Highams Park Garages, Ltd., c/o Beverly Motors, Beverly Rd., Highams Park, London, E.4. Tel. Wembley 7208/2931. (C1086/R)

OVERSEA'S CARS, Ltd., offer:—

1951 (November) M.G. 1½-litre saloon, maroon, one owner; £645. (C3031/R)

OVERSEA'S CARS, Ltd., 227, Bromton Rd., Knightsbridge S.W.3. Kensington 7475. (C3031/R)

MAIDSTONE ENGINEERING CO.

1949 M.G. model T.C. 2-seater roadster, just recellulosed in most immaculate cream and black, this car has only covered 22,000 miles from new and the condition is far above average. Fitted two new tyres and new 12-volt battery, a most excellent example; £425; terms, exchanges. (C3000/R)

CROSS St., Pendleton, Salford 6, Manchester. Pen. 3457. (C3000/R)

CHARLES RICKARDS, Ltd., offer:—

1953 (Mar.) M.G. T.D. 2-seater, grey with red leather, totau mileage since new 5,900, faultlessly maintained by one careful owner, taxed for year; £625. (C3050/R)

56 Tube Stn., 5 mins. from Marble Arch). Pad. 1820. (C3050/R)

AUTO SALES (LONDON), Ltd., offer:—

1947 M.G. T.C., fitted Nordac supercharger, together with new o/s wheels and tyres, in perfect condition; £425.—Auto Sales (London), Ltd., Belzard Rd. N.W.6. Maida Vale 5545. (W1100/R)

CUY SALMON AUTOMOBILES, offer:—

1954 M.G. T.F. sports 2-seater, works mileage 200 only, wire wheels, red/beige upholstery; £795.—Portsmouth Rd., Thames Ditton, Surrey. 5551-2-3. (C4001/R)

PARADE MOTORS (MITCHAM), Ltd., offer:—

1946 M.G. T.C., black and green, special body; £685. (C3036/R)

1935 M.G. 12hp Magnette pillarless saloon; £155. (C3036/R)

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3382. (C3036/R)

JACK ROBE, Ltd. (M.G. agents and stockists), offer:—

1952 M.G. 1½ saloon, lawn, one owner, very clean; £685. (C3036/R)

1949 M.G. 1½ saloon, duo green, open to any examination; £545. (C3036/R)

1951 (October) M.G. T.D. 2-seater in black and green, very clean inside and out; £535.—Stanford Rd., Wallington, Surrey. Wallington 5677. (C3036/R)

M.G. T.C., 1946, new engine, battery, good tyres, perfect; £365.—Grosvener 1188. (W1538/R)

M.G. Maxima, new battery, hood, camshaft, centre-plate recellulosed; £150.—Barter 5485. (W1628/R)

2-litre M.G. saloon (1937), maintained without stint, just out of paintshop.—Tel. Ambassador 5159. (W1285/R)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481-2-3, offer:—

1951 M.G. T.D. finished black, many extras, excellent condition throughout; £525. (C1001/R)

1953 M.G. T.D. 7,000 miles only, red, red leather, one owner; £645. (C1001/R)

RIPCO, Ltd. (M.G.'s purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2552/3-4. (C3052/R)

1951 model M.G. 1½ saloon, green with beige interior and one owner car, 22,000 miles; £625. (C3052/R)

G & R GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 6755. (C2025/R)

BEARDS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin. 3548. (C2025/R)

1954 M.G. Magnette Z.A. saloon, black, as new, registered April, 300 miles; £995.—Box 5042. (W1374/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.
1954 M.G. T.P. sports 2-seater, mileage 1,900 only. black red upholstery, extras, loose covers, fog lamp, badge bar, concealed ignition switch: £725.
METRO MOTORS (RICKMANSWORTH), Ltd. Tel. Rickmansworth 2964. (1349)

UNIVERSITY MOTORS, Ltd., guaranteed car always available.—80, Piccadilly, W.1. Grosvenor 4141. (0396/R)

M.G. 1½, 1951, black, 25,000; £620 o.n.o.—Simmonds, Fairholm, Days Lane, Biddenham, Bedford. Tel. 66049. (1468)

PB ex-Crom Cracker special, magnificent condition throughout; £200.—1, Feltor Close, Woolton, Liverpool. (1281)

J2 1954 black 2-seater, complete recent engine overhaul, respay; £140.—F/LA. Brookebeer, R.A.F. Feltwell, Norfolk. (1290)

1951 M.G. 1½, saloon, maroon, immaculate throughout, 29,000 miles, radio; only £605.—Middlesex Motors, Harrow 0022. (1510)

£275—1940 M.G. 2.6-litre saloon, superb condition; terms.—Autoships, 5, Balham High Rd., Balham 1506. (01009)

14 M.G. sun saloon, 1950 model, perfect all details. many extras, genuine sale: £545.—68, Percy Rd., Hampton, Middx. Molesey 1496. (1423)

MAONETTE K.N. 1956, rebuilt engine, new tyres, good batteries, performance plus, taxed; £170.—Paddington 5661 evenings. (1246)

£395—1947 (June) M.G. T.C. sports 2-seater, absolutely immaculate, faultless mechanically, a true specimen; £135 down. (1346)

£330—1939 M.G. 2.6-litre drop head foursome coupe, grey, maroon hide, runs extremely well; £110 down. (1346)

£195—1936 M.G. P.B. Airline 2-seater sports saloon; £75 down.—Bray Motors, 180-184, West End Lane, N.W.4. Hampstead 6490. (01024)

545 gns.—M.G. Midget, September, 1951, 11hp T.D. 2-seater, supercharger, oil coli, one owner, exceptional; terms, exchanges.—Rowland Smith, below.

175 gns.—M.G. Midget, 1954, 8hp P. Airline coupe, telephone, sports coil, very good condition; choice of 10 Midgets; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (1240)

1936 M.G. N.A. 4-seater, red, very good condition, full history from 1937; £265.—Chalmers, 21, Thistledeane, E. Molesey, Surrey. Emberbrook 2754. (1465)

1953 (registered August) T.D. M.G. series II, dark green, fawn interior, twin Marchal spotlights, 7,500 miles only, carefully used, immaculate throughout; £625. (1465)

X—SERVICE STATION, Kingston Vale, S.W.15. Kin. 8353. (04060)

1949 M.G. T.C. radio, new tyres, carrier, Wind-tones, 23,000 miles, guaranteed perfect (health reasons); £420.—25, Tranton Rd., Bermondsey, S.E.16. (1473)

1950 M.G. T.D., good condition, recently fitted 1,487cc engine, overall tonneau cover, Lucas fog lamp; £525.—214, Epsom Rd., Guildford. Tel. Gfd. 5756. (1319)

1951 (May) 1½-litre saloon, one owner, black, virtually unused, mechanically superb; £595.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. (03045)

1953 (May) M.G. T.D. 2-str., green/beige, 6,400 miles, grid, indistinguishable from new; £615.—Leavers, Ltd., M.G. Dealers, Henley-on-Thames. Tel. 196. (1322)

1950 M.G. 1½ saloon, bronze/beige, excellent condition throughout, moderate mileage, one owner, new battery, covers, all tyres good; £560.—Box 5048. (1380)

CASSIDY MOTOR MART—1951 M.G. 1½-litre saloon, black red hide, heater, unblemished; £545; written guarantee; terms and exchanges.—5, Warren St., W.1. Euston 3523. (01040)

M.G. T.C., black, red leather, October, 1949, taxed for the year, very smart turnout; our price £255; terms or exchanges.—Housley & Mackall, Mary St., Sunthorpe, Tel. 3544. (1509)

M.G. T.P., August 1949, practically new engine, battery 1954, new hood, recoloured red 1953, 3 good tyres, mileage about 30,000, excellent appearance and performance; offers over £380.—Box 5095. (1623)

1953 (August) M.G. T.D., genuine 5,000 miles, grey red, one owner, showroom condition, spare unused, selling because illness; £675 o.n.o.—K. Bramley, The Hill, Ashby-de-la-Zouch. (1404)

1951 (Oct.) M.G. T.D., green with beige leather, in perfect condition throughout, numerous useful extras, one owner from new; £525.—Westwood, Mead Croft, Norton, Stourbridge 5978. (1314)

M.G. 1½ saloon (1951), maroon with beige upholstery, 17,000 miles only, beautiful condition, one owner, reasonable price.—North Worcestershire Garages (Stourbridge), Ltd. Tel. 5242-3. (1084)

M.G. T.D. 2-str. (1953), green with beige upholstery, 4,000 miles only, new condition, one owner; reasonable price.—North Worcestershire Garages (Stourbridge), Ltd. Tel. 5242-3. (1084)

1950 (October) 1½-litre M.G., polychromatic green, in excellent condition, Windtone horn, special shock absorbers, new battery and tyres; £525 o.n.o.—L. R. Vaughan, The Weir, Alresford, Hants. (1642)

1950 (June) M.G. T.D. 2-str., green, beige leather, all 1953 modifications, £100 extra, 18,000 mls.; £525.—Gibsons Sports Cars (Kewbury), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (1429)

ROSE & YOUNG, Ltd.—1952 M.G. T.D., low mileage, fitted several extras, immaculate condition, British racing green; £535.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 5464. (02057)

MAYFAIR GARAGES, Ltd.—1947 T.C. sports 2-seater, black, beige leather, carefully maintained, exceptionally smart car with outstanding performance, guaranteed; £385.—Balderton St. (Opp. Selousides clock), Mayfair, W.1. Mayfair 3104-5. (03009)

M.G.
1954 M.G. Magnette saloon, latest model, 100 miles only; £1,025.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Sloane 5557. (03006)

TD 1951 (Dec.), one owner, engine rebuilt, new crank June 1953, extras: 4 Andrex shockers, Lester bucket seats, oil & water thermometers, hand throttle etc., black; first £495 secures.—King, Stow-on-Wold 108. (1280)

1937 M.G. 18hp sports saloon engine recently re-conditioned, excellent mechanical order; £250, or hired 75 months inc. tax and ins. £11/15/3.—The Cooden Engineering Co., Ltd., Cooden, Bexhill-on-Sea, Tel. Cooden 600. (1268)

1953 M.G. T.D. sports 2-seater, black red hide, mileage guaranteed 50,000 only, complete with all equipment, driven and maintained with meticulous care, an unusually nice motor car and fully guaranteed perfect throughout; £650.—Premier Motor Co., Aston Rd., Birmingham, 6, Aston Cross 3271. (1265)

1950 (October) 1½-litre de luxe saloon, 39,000 miles, engine completely reconditioned by M.G. experts, new crankshaft, rebore, etc., bronze, new tyres, taxed, one owner from new, whole car in superb order, taxed Dec., new battery; £575 terms, exchanges.—Ross Motors, Ltd., Regent St., Hinkley, Leics. Tel. 558. (1123)

XXX 1952 (May) M.G. 1½-litre saloon; this car most carefully used and immaculate one-owner car is finished in maroon and chromium with fawn leather upholstery, very fully equipped, sliding roof, adjustable steering column, etc. It has a delightful performance and is a quite unusual example of this scarce and much sought after model; written guarantee; £715; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (03003)

M.G. Cars Wanted
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for M.G.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

SLOCUMBS, Ltd.
We urgently require M.G.s of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground Dollis Hill Stn. (W4017)

MAYFAIR GARAGES, Ltd., top cash prices for M.G.s—Balderton St., W.1. Mayfair 3104. (0696/R)

RICHARDS & CARR buy low mileage M.G.s—35, Kinnerton St., London, S.W.1. Tel. 5424. (W2005)

BARTLETT will pay more for good M.G. saloons.—27a, Pembridge Villas, W.11. Bayswater 0523. (W1013)

POST-WAR M.G.s T types required.—Ross Motors, Ltd., Regent St., Hinkley, Leics. Tel. Hinkley 558. (7014)

C.N.K. MOTORS require M.G.s, particularly A.A., T.A., T.B. and T.C. models.—353, Finchley Rd., N.W.3. Hampstead 5712. (W1052)

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. (W5041)

THE CAR MART, Ltd., London, wish to purchase M.G. cars.—358, Streatham High Rd., S.W.16. Streatham 0054. (0966/R)

URGENTLY required, 1947-53 M.G. 1½ saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (W2005)

XXX H. F. Edwards offer immediate cash for good M.G. cars.—Details please to 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 6733. (W2059)

M.G. Spares and Service
TOULMIN MOTORS.

SPECIALIZE in M.G. and M.G. cars only; repairs and complete overhauls all models; reconditioned engines in stock for types J, T and L, and N. Magnette exchange service, dynamo, starters, cranks, shafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares; write or tel. (13049/R)

TOULMIN MOTORS, Tel. Hounslow 2278 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. JACOBS & SON. (0349/R)

WE specialise in spares and repairs for all models of M.G. cars.
JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783-4. (0496)

HAMMERSMITH, W.G.—Rogers Garage, Wellesley Ave., Riverside 2844; sales and service. (183054)

PERFORMANCE CARS—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing (S8041/R)

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Bedford St., London, W.1. Gro 4141. (0504/R)

V. W. DERRINGTON, Ltd., for M.G. spares an replacement parts, new and used, valves, springs, guides, gaskets, road springs, brake linings and cables; stage I and II, Laystall Lucas cylinder heads.—159-161, London Rd., Kingston 5621-2. (18107)

M.G. Spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamo, leaf springs, wheels, hubs, vertical drive assemblies, prompt postal service and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3063. (0453/R)

MORGAN
B. J. HUNTER, Ltd., offer:—

1952 Morgan Plus Four sports 2-seater, low mileage; £525.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, B. N.W.2. Tel. Gladstone 6303. (C2040)

BLUE STAR GARAGES offer:—
1951 Morgan Plus Four, finish red, this car is in first-class condition and is really an outstanding example, low mileage, at the remarkably low price of £495—Can write or phone 1, Kendal St., London, W.2. Pad. 8422. (1556)

1952 Morgan Plus Four 2-seater, black, 18,000 miles, perfect condition, offers.—Williams' Garage, Bromyard, Herefordshire. Tel. Bromyard 19. (1650)

MORGAN
PARADE MOTORS (MITCHAM), Ltd., offer:—

1950 Morgan 4/4 2-seater, red, one owner; £390.
PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. (03036)

Morgan Cars Wanted
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

SLOCUMBS, Ltd.
We urgently require Morgans of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground Dollis Hill Stn. (W4017)

MORGAN Spares and Service
MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. (0514/R)

MORGANS—All available spares in stock.—F. H. Douglas, Morgan Specialists, 1a, South Ealing Rd., Ealing W.5. Ealing 0570. (0728/R)

MORRIS MINOR
NEWNHAMS, Ltd.

1952 Morris Minor convertible, one owner, exceptional condition; £465.
NEWNHAMS House, 235-9, Hammersmith Rd., London, W.6. Riverside 4646. (03034)

GATEHOUSE offer:—
1949 Morris Minor saloon, excellent condition, £435.—Gatehouse Motors, Ltd., Highgate Village, N.6. Tel. Mountview 4444. (06021)

B. J. HUNTER, Ltd., offer:—
1951 Morris Minor saloon, exceedingly low mileage, positively unmarked; £495.
1950 Morris Minor coupe, well maintained; £395.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, B. N.W.2. Tel. Gladstone 6303. (C2040)

C.M.I. CAR SALES (Pri. 6623) offer:—
1953 Morris Minor 4-door saloon, grey, red upholstery, 7,000 miles; £600.
THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

1949 (July) Morris Minor saloon, one owner, very well maintained; £395.
REYS MOTORS, Ltd., 73-74, Albany St., N.W.1. Euston 6964. (1572)

TWIN carburettor, high compression, high axle ratio, 75 m.p.h., 45 m.p.g. converted Morris Minors.
1953—Black, red interior, 4-door saloon, choice of two complete with conversion; £655.
1953—grey, red interior, 2-door saloon, radio, demisters, twin horns, very low mileage; £625.
ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. (0106)

1952 Morris Minor 4-dr. saloon, 10,000 miles only; £555.
2000 miles only—1953 (Nov.) Morris Minor 4-dr. saloon; £645.—British & Colonial Motor, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. (Adj. Leicester Square Tube Station). Temple Bar 3550. (C1047)

1951 Morris Minor tourer, 23,000 miles, one owner; £445.—Hendon 3359 and 8460. (1606)

1951 Morris Minor convertible, 15,000 miles, new condition, one owner; £450.—Hove 47226. (1295)

1949 (July) Morris Minor 2-door saloon, total mileage 27,000, excellent order throughout; £420.
L. YNE, FRANK & WAGSTAFF, 35, Crouch End Hill, N.B. Mountview 4401. (C2056)

1952 (Nov.) Morris Minor convertible, heater, radio, excellent condition; £450.—Addiscombe 6563. (1657)

1952 grey 2-door, 15,000, superb condition; £515 o.n.o.—Lamb, Lancing Manor, Lancing, Sx. Tel. 2559. (1333)

1950 Morris Minor 2-door saloon, grey, £425.—Dobson, Ltd. (Morris Agents), Staines 801. (C1074)

1951 Morris Minor saloon, one owner, as new; £485; 3 months' guarantee, terms and exchanges.
JACE WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

MORRIS Minor convertible 1951, heater, taxed, very small mileage, like new; £435, no offers.—Northwood 573 after 7 o/c. (1630)

1952 Morris Minor 2-door saloon, grey; £515.—Smith & Hunter, Ltd., 376, Kensington High St., W.14. Western 3312. (C4019)

1950 Morris Minor saloon, immaculate; £445.—Jack Posner (Auto), 395, Hendon Way, N.W.4. Hendon 1423-4. (03083)

£465—1950 Morris Minor saloon, beige, recorded mileage, 20,000; fitted foglamp; in excellent condition throughout.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. (C1070)

MORRIS Minor, 1953 (September) 2-door saloon, ohv, 3,000 miles, taxed year, spot lamp; £575.—Ralph Beard, East St., Farnham, Tel. 5494, Surrey. (C1092)

£450—1950/1 (Nov.) Morris Minor convertible, pale green, fitted radio, spotless condition, highly recommended; £150 down.—Hay Motors, 160/164 West End Lane, W.8. Hampstead 6490. (C1024)

1953 (late) Minor 2-dr. saloon, black/red leather, mileage 2,160, virtually new; £560; terms, exchanges.—Tel. Dirmingham, Bearwood 1197 (any time). (1644)

1954 (January) Morris Minor 2-door saloon, elegant grey, mileage 5,000, export model, brand new condition, taxed year.—Apply Robertson, Taunton 3306. (1251)

1952 (Sept.) Morris Minor saloon, black and red, one owner, 19,000 miles; £510.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (C5011)

MORRIS Minor 4-door saloon, black/red leather, over-riders etc., 2,900 miles only, unmarked; £615.—Halls (Finchley), Ltd., Odeon Parade Nth. Finchley, N.12. (Tally-Ho.) Hillside 1044/9. (1591)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

1952 convertible, grey, immaculate, carefully maintained, twin carburettors, modified manifold, very lively performance; price £475.—Michael Latham, Hermiton, Hadley Common, Barnet, Herts. Tel. 2757. [C4018/R]

1951 Morris Minor, October, 1949, tonner, one owner, excellent condition; choice of 3 Minors; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018/R]

1951-1953 model Morris Minor convertible, black and red upholstery, one owner, low mileage, as new, fully guaranteed in writing; hire purchase; part exchange welcomed.—Northern Motors of Harrow, 106-104, Pinner Rd., Harrow 4444. [C3025/R]

PRIDE & CLARKE, Ltd., 952 Morris Minor, 1950, green, green, 10,000 miles, one owner; £519; 1950, green/green, black/beige, choice three, from £399; 1953 convertible, grey/red, 15,000 miles, one owner; £519; 1952, grey/beige heater, choice two, from £449; 1951, green/beige, grey/beige, black/beige, choice four, from £399; three months' guarantee; terms, exchanges; lists.—159, Stockwell Rd., S.W.3. Brixton 6251. [C3068/R]

Morris Minor Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube). N.W.3. Ham 6041. [W4018/R]

PRIVATELY OWNED Minor.—5, Brice Court, Kingston Hill, Surrey. Tulis Hill 2768. [W2037/R]

RICHARDS & CARR buy Morris Minor.—35, Kington St., London, S.W.1. Space 5424. [W3045/R]

THE CAR MART, Ltd., London, wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [W1716/R]

CASH waiting for low mileage 1953 or '54 saloons; our need is urgent.—Alexander King Co., Ltd., Haddenham, Bucks. Tel. 345. [W3031/R]

1953 saloons urgently wanted, cash paid on sight.—61, Park Ave., Seaburn, Sunderland. Collected anywhere. [R961]

MORRIS EIGHT

HENDON CENTRAL GARAGE, Ltd., offer:—
1947 Morris 8 saloon, recently fitted new engine, immaculate condition throughout; £335.—Watford Way Hendon Central. N.W.4. Tel. Hendon 5884-5. [C2054/R]

MEBES & MEBES, Ltd. (Est. 1893), offer:—
1948 (Mar.) Morris 8hp Series E saloon, lawn and black, upholstery to match, coachwork excellent, moderate mileage, carefully used by late owner, an excellent post-war production; £365.—Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [C3012/R]

UTOMOBILE & AIRCRAFT SERVICES, Ltd.
Nov. 1947, Morris 8 Series E, excellent condition; £335.—
MARLBOROUGH Works, Kenton, Tel. Wordsworth 7805 (5 lines). [C1008/R]

1936 4-door Morris 8 saloon, overhauled engine, 800 miles; excellent; £153, below. [C1008/R]

1938 Morris 8 4-seater tourer, new hood and screens; £149, below. [C1008/R]

1946 Morris 8 Series E 2-door saloon, reconditioned engine, excellent; £229, below. [C1008/R]

1947 model Morris 8 Series E 2-door saloon, reconditioned engine; £315, below. [C1008/R]

1948 Morris 8 Series E 4-door saloon, black, brown leather, one owner exceptionally; £345.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Tube Station). Open 9 a.m.-7.30 p.m. and Sunday mornings. [C2050/R]

S.G.A. MOTORS, who deal exclusively in Morris 8s, offer:—
1939 series E 4-seater tourer, choice of 3, outstanding condition; £225. [C1008/R]

1938 2-door de luxe saloon, choice of 4, all perfect condition; £195. [C1008/R]

1938 4-seater tourer, outstanding condition; £195. [C1008/R]

1937 2-door de luxe saloon, choice of 2; £165. [C1008/R]

1937 4-seater tourer excellent condition; £165. [C1008/R]

EVERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchanges.

S.G.A. MOTORS, Morris 8 Specialists, 14, Atherstone Mews, Cromwell Rd., S.W.7 (3 minutes Gloucester Rd. Tube). Western 5203. [C4063/R]

1938 Morris 8 sun saloon, blue, one owner since new; £175.—Burlington Motor Exchange, Harrow. Tel. 6225-6. [W1521/R]

1938 Morris 8 4-door, one owner, taxed year; £185.—E. L. Mendel, Ltd., 95, Great Portland St., W.1. Langham 2261-2. [C3067/R]

1936 Morris 8 open 4-str., Burtonwood engine overhaul; £120.—A.Z. Motors, Palmerton Rd., N.W.6. Mat 6723. [C1011/R]

1940 Morris 8 1936 2-door saloon, good appearance, sun roof, fascian wheels, 30-40mpg; Guildford area.—Box 4933. [W1205/R]

365 gns.—Morris 8, November, 1948, 4-door saloon, leather, carefully used; terms, exchanges.—Rowland Smith, below. [C4018/R]

1951 Morris 8 1938 saloon, maroon, sliding head, leather, very good condition; terms, exchanges.—Rowland Smith, below. [C4018/R]

95 gns.—Morris 8 1938 saloon, black, green leather, outside luggage boot; choice of 8 Morris 8s; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018/R]

MORRIS 8 1947 saloon, 2-door de luxe model, one owner; £310.—S. Bowen & Son, Hillside Garage, Bidegate. Tel. Edgware 4464. [C1063/R]

1938 Morris 8 saloon, spot lamp, demister, good tyres; £190.—Richards & Carr, 35, Kington St., London, S.W.1. Space 5424. [C3045/R]

1948 (September) Morris 8 4-door saloon, black, brown interior, one owner, low mileage, in new condition throughout; £365.—Cole's Garage, Ltd., 43, Worpole Rd., S.W.19. Wimbledon 0195. [C1054/R]

1938 (Oct.) 8hp 2-door saloon, black, new tyres, tubes, engine, pump, coil, battery, distributor unit, fitted Pye radio, completely overhauled by Morris agents; price £200.—Wilson, 269, Ilford Lane, Ilford, E. 1532. [W1289/R]

MORRIS EIGHT

£160 o.n.s.—2-door saloon, good inside and out, two owners only since new, taxed, new battery, delivery anywhere by arrangement.—Raby, Green Farm, Barnard Gate, Witney, Oxon. Tel. Eynham 270. [W1424/R]

ROYCE offer 1940 Morris 8 open 4-seater, £235; 1937 Morris 8 open 4-seater, £155; both fully equipped and good; terms and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 6894. [C3059/R]

Morris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube). N.W.3. Ham 6041. [W4018/R]

MORRIS TEN

ELM AUTOGALES, offer:—
1948 Morris 10, green and black, one owner, in very nice condition throughout; £375.—Elm Autoales, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067/R]

1936 Morris 10 coupe; £135. [C2067/R]

1939 Morris 10, choice of 2; £235; 3 months' guarantee; terms and exchanges. [C2067/R]

JACK WILLIAMS, 1939 Morris 10, 1938, Priory Rd., Horney, Mountview 5228 and 5774. [C4054/R]

1946 (Sept.) Morris 10 saloon, black, brown leather, very good condition; £258. [C3061/R]

REYS MOTORS, Ltd., 73-75, Albany St., N.W.1. Euston 6994. [W1573/R]

£395 10 saloon 1948, black with brown leather upholstery, sliding roof. [C3061/R]

FERRARIS OF CRICKLEWOOD, Ltd., 200-230, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008/R]

1947 (June) Morris 10, one owner, 26,000 miles, taxed year; £385.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [C3061/R]

1941 (first registered November, 1940) Morris 10 saloon, reconditioned engine fitted January, 1954, this car has had one careful lady owner only, is finished in grey, red upholstery and is really as new; £275.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Tube Station). Open 9 a.m.-7.30 p.m., and Sunday mornings. [C2050/R]

Morris Ten Cars Wanted

PRIVATELY OWNED Morris 10.—5, Brice Court, Kingston Hill, Surrey. Tulis Hill 2768. [W2037/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube). N.W.3. Ham 6041. [W4018/R]

MORRIS OXFORD

PHILIP RICKARDS, Ltd., offer:—
1953 Morris Oxford saloon, grey, heater, seat covers, one owner; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051/R]

UTOMOBILE & AIRCRAFT SERVICES, Ltd.
MORRIS Oxford, November, 1951, 6,000 miles only, almost as new; £565. [C1008/R]

MARLBOROUGH Works, Kenton, Tel. Wordsworth 7805 (5 lines). [C1008/R]

1953 Morris Oxford saloon, birch grey, fully equipped model including heater; £595. [C1008/R]

PARKERS, Ltd., Deansgate, Manchester. Deansgate 4507. [W1343/R]

1950 Morris Oxford saloon, maroon; £495.—L. P. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [C1076/R]

1953 Morris Oxford, traveller's car, condition as new, owner going abroad.—Cholmondeley, Kingston, Blount, Oxon. [W1389/R]

MORRIS Oxford saloon (July, 1951), blue, under 15,000 miles, heater, just perfect; £525.—Dorchester Motor Co., Ltd., Dorchester. [C1068/R]

1951 Oxford saloon, splendid order; £500.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4001/R]

1952 (September) Morris Oxford saloon, grey/red, heater, one owner, excellent condition; £585.—Dobsons, Ltd. (Morris Agents), Staines 801. [C1074/R]

445 gns.—Morris Oxford, 1951 saloon, leather, one owner, very good condition; choice of 3 Oxfords, terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018/R]

PRIDE & CLARKE, Ltd.—1953 Morris Oxford saloons, black/red (5,000 and 9,000 miles), heater, choice two, £249; 1950 black/brown (heater), green/green, choice three, from £439; three months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068/R]

Morris Oxford Cars Wanted

GOOD Oxford wanted; immediate cash.—Lib 1604 or Vig 8876. [W3048/R]

TOP price paid for Oxford or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulis Hill 2610. [W3016/R]

THE CAR MART, Ltd., London, wish to purchase Morris Oxford cars.—382, Streatham High Rd., S.W.16. Streatham 0094. [W1717/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube). N.W.3. Ham 6041. [W4018/R]

MORRIS SIX

NEWHAM, Ltd.
1950 Morris Six saloon, one owner, excellent condition; £455. [C4018/R]

NEWHAM House, 255-7-9, Hammersmith Rd., London W 6. Riverside 4664. [C3062/R]

1951 Morris Six, immaculate, heater, etc.; £445.—Tel. Staines 4779. [W1272/R]

CASS'S MOTOR MART.—1952 Morris Six saloon, 1951, heater, one owner, genuine 13,000 miles; £335; written guarantee; terms and exchanges.—5, Warren St., W.1. Euston 4110. [C1040/R]

645 gns.—Morris Six, 1953 model saloon, birch grey, red leather, heater, one owner, a most new condition; cost over £1,000; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018/R]

Morris Six Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube). N.W.3. Ham 6041. [W4018/R]

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube). N.W.3. Ham 6041. [W4018/R]

MORRIS 8 or 10hp cars wanted.—G. Rodnorton, 8000, Seven Sisters Rd., Tottenham, N.15. [W2056/R]

MARSTON MOTOR CO. for your Morris.—Tel. Etna 8000. Seven Sisters Rd., Tottenham, N.15. [W2056/R]

XXX H. P. Edwards offer immediate cash for good Morris cars.—Details please to 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001/R]

Morris Spares and Service

KINGSTON-ON-THAMES Morris agents and specialists.
W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St. Kin. 2241-2. [R4053/R]

MORRIS genuine spares and specialist service in the West End.
S. MORRIS & Co., Cleveland Garage, Cleveland St., Mus. 1933. [C3048/R]

MORRIS, the official stockists, for spares, service and repairs.
T. L. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [W1917/R]

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [W4071/R]

NASH

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015/R]

OLDSMOBILE

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015/R]

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares.—Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. [W1717/R]

OLDSMOBILE magnificent 6-seater saloon, privately owned, in excellent mechanical condition; £195; hire purchase and part exchanges. [C1008/R]

JOHN CAMPBELL MOTORS, 415 Holloway Rd., N.7. North 4441. [C1036/R]

98 Oldsmobile Rocket convertible, power top, electrically operated windows and seats, radio, black. [C4028/R]

JOE THOMPSON (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4656. [C4028/R]

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600); Service Workshops and Spare Parts; 7, Pembroke Villas (nr. Westbourne Grove), W.11 (Bayswater 8636-7). [W0576/R]

OLDSMOBILE 98 saloon 1953, Hydramatic radio, every extra as new, 1.6 drive, only 5000; take delivery of 1954 Olds.; lists at £2,595; near offer buys this wonderful effortless car; owner can sell to British resident.—Welbeck 1005 9.30 a.m.-6.30 p.m. week-days only. [W1353/R]

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.
LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars. [C10627/R]

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [W1627/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/9903. [W4053/R]

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. Will buy post-pre-war models at good prices. [W1115/R]

OPEL

MAYNER MOTORS, Ltd.—Opel distributors, buyers of all models; comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 3266/4944. [W0536/R]

125 gns.—Opel Cadet 1937 saloon, maroon, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018/R]

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube). N.W.3. Ham 6041. [W4018/R]

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.
FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. [W0513/R]

PRIDE & CLARKE, Ltd., Opel spares stockists; quotations by return.—158, Stockwell Rd., S.W.9. Brixton 6251. [W1067/R]

PACKARD

LEONARD WILLIAMS & Co., Ltd.,
PACKARD sole concessionaires, offer:—

1953 Packard Clipper de luxe, r.h.d. Ultramatic transmission, radio, heater, whitewall tyres, seat covers, black, 3,000 miles only, one owner; £2,795. [C4018/R]

1953 Packard Clipper de luxe, r.h.d. Ultramatic transmission, radio, heater, whitewall tyres, black, 600 miles only, unregistered, price £2,950.—Leonard Williams & Co., Ltd., Packard Building, Great West Rd., Brentford, Middlesex, Ealing 3400. [W6990/R]

COOMBS & BONS (GUILDFORD), Ltd., offer:—
1937 Packard, in very fair condition; £175. [C1057/R]

COOMBS & BONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62807-69. [C1057/R]

1951 Packard, hydromatic, radio and heater, 13,000 miles, black. [C1057/R]

1953 Packard Clipper, 3,000 miles 4-door saloon, radio and heater, dark blue. [C1057/R]

1939 Packard 6-cylinder, black, £350; also drop head coupe.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4655. [C4028/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015/R]

G & M ALFREDS (1934), Ltd., formerly Guy Alfreds.—1933 Packard super 8 saloon, maintained by Packard Concessionaires.—6-7, Warren St., W.1. Euston 3268. [C1005/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PACKARD
1947 Packard Clipper saloon, r.h.d., heater, radio, winking lights, new white-wall tyres, seat covers, etc.; 699, Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C0208]

PACKARD Super 8, drop head, magnificent looking car, in superb condition, genuine 46,000 miles, new hood and tyres, ideal for towing heavy caravan; £175.-55, Whitburn Rd., Lewisham, S.E.13 (Lee, Green 8521). [1501]

FIRST registered November, 1935, Packard limousine, face-forward occasional, exceptionally well maintained and in very excellent condition throughout; £285.-Jacquier, Ltd., 225-7, Hammersmith Rd., W.6, Riverside 6677-8. [C0203]

8-PASSENGER 1947, Clipper Saloon, widest forward car, in superb condition, genuine 46,000 miles, new hood and tyres, ideal Continental touring, £785. L. IMOUSINE, 1989, (Deluxe £1395 model), Super-32hp, black, forward occasional, immaculate condition, carline, keen price. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. (C1006)

Packard Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hamstead (Tubel) N.W.3. Tel. 6041. [W4019/R]

LEONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0191/R]

SIMPSON'S MOTORS (WEMBLEY) Ltd., the Packard buyers.—Wembley 9631/3038. [W4015/R]

JOE THOMPSON (MOTORS) Ltd., require Packards, —91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028]

Packard Spares and Service

JOE THOMPSON (MOTORS) Ltd., Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [C04028]

LEONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [W4019/R]

PEUGEOT

PEUGEOT latest model 203, colour grey, mileage under 4,000, demonstration car.—Metropolitan Motors, Ltd., Cheltenham, Tel. 4596. [1417]

PONTIAC

METCALFE & MUNDY, Ltd., Pontiac November, 1950 special convertible, one owner, immaculate green cellulose power operated hood new tyres and hood, heater, radio, nominal mileage, loose covers, from new; this car looks and runs as if it has just left the factory.—280, Old Brompton Rd., S.W.3. Frenantle 5471. [C0304]

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C04015]

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 9631/3038. [W4015/R]

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service. U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Fianman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R]

PORSCHÉ

A.F.N., Ltd., Sole concessionaires for Great Britain; official service and spare parts—Falcon Works, London Rd., Little Wymondley, Hounslow 0011. [C02018]

COLBORNE GARAGE, Ltd., Ripley, Surrey, Tel. 2561. Specialists in Porsche repairs and service. [0529/R]

RACING CARS

CHIPSTEAD MOTORS, Ltd., offer:—C-TYPE racing Jaguar 1953, mileage approximately 4,000, many firsts last year, rebuilt and all ready for season, immaculate condition, blue and silver.

FRASER NASH Le Mans Replica 1950-1, mileage approximately 6,000, fully road equipped and ready for season's racing, late property of prominent driver. CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Fianman 0058/725-7154. [C1076]

OSCAR MOORE wishes to dispose of his R.W.M.-hired Jaguar, engine now having complete overhaul, any reasonable offer, an exchange would be considered.—204, Ballards Lane, N.3. Finchley 2920. [1560]

COOPER'S GARAGE (SURREY) Ltd., of Surbiton, Tel. Elm. 5346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol Formula II racing cars. [0621/R]

PERFORMANCE CARS, Racing Section: Aston Martin 2-litre Speed model, £395; Maserati 4-cyl., 1950, £1,000; ex-works, £250; Cooper-Lea-France 1500, £295; Fraser Nash Mile Midget, 1952, £1,745; B.M.W. Veritas 2-litre comp. 2-seater, £365.—See also under "Sports Cars."—Great West Rd., Brentford, Middx. Ealing 8691. [C0304]

RAILTON

GE 1938 (June) Railton Fairmile drop head coupe black cellulose, excellent leather upholstery, brilliant chrome-plated, excellent battery near-new tyres; just out from top overhaul and decarbonize by Railtons (account available); all telescopic shock absorbers recently overhauled; comprehensively equipped, including remote-control gear box, etc.; hood sound but a little shrunk; £165. When guaranteed; hire purchase; part exchange.—Jeffrey Edwards, Ltd., Ashbury Lane, Harpenden, Herts. Tel. 118. [C2000]

BRADSTOCK MOTORS, Ltd., 1215.—1937 Railton Fairmile drop head coupe, black, good condition.—Below.

1215.—1936 Railton sports saloon, new engine fitted approximately 18 months ago.—Onase Rd., Epsom. Tel. 535. [C1050]

RAILTON

A-ONE MOTORS (LONDON), Ltd., offer:—1937 Railton tourer, also selection of coupes and saloons; spares, reconditioned engines.—Tate Gallery 0192, Vandryke 5181. [0335/R]

1937 exceptional mechanical condition, overhaul includes gear box and clutch, engine reboil, coil distributor and carburettor renewed and brakes relined, etc., etc., privately owned by late member of Railton staff. £245. [C1048]

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048]

RENAULT

RAYMOND WAY, RAYMOND WAY of Kilburn.

RAYMOND WAY, The Hire-Purchase Specialists.

1952 (September) Renault 760cc saloon, 9,000 miles only, absolutely as new throughout, acclaimed by British and Continentals as a lively and economical light car; 479gns. [C0407]

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under 2400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [1446]

1939 Renault 9, good condition, taxed; £145.—57, George Rd., Birmingham, 25. [C0407]

WELHAM'S RENAULT SALES SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, offer:—Fregate saloon, from stock. [C0407]

1954 750 saloon, from stock. [1446]

1954 750 saloon de luxe, radio, screen cleaner; £385. [C0407]

1939 12-1 saloon de luxe, black; £195. [C0407]

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acton 4656. [0421/R]

1953 (June) Renault 750, 8,400 miles, radio, extras; £550.—Bland, 39, Clarence Rd., Grappenhall, Warrington. [1403]

Renault Cars Wanted

RICHARDS & CARB buy rear-engined Renaults.—35, Kilmington St., London, S.W.1. Sloane 5456. [W3045]

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [W4070/R]

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hamstead (Tubel) N.W.3. Ham 6041. [W4018/R]

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R]

RILEY

PC PERFORMANCE CARS.—Good selection of guaranteed Rileys. We select from our stock of 150 cars. RILEY 9 Imp. 2-seater, 1935, £295; Riley 12 M.P.H. 2-seater, 1934, £275. [C0407]

RILEY 16/4 Continental touring saloon, 1938, £295; Riley 16/4 Kestrel saloon, 1938, £345. [C0407]

RILEY 14-litre Adelphi saloon, 1937, £245; Riley 9 Monaco saloon, 1937, £275. [C0407]

RILEY 9 Lynx tourer, 1935, £175; Riley 9 Gamecock 2-seater, 1935, £145. [C0407]

IMMEDIATE hire purchase, insurance and part exchange; see also under "Sports Cars." [C0407]

PERFORMANCE CARS, Great West Rd., Brentford, Middx. Ealing 8691. [C0304]

GORDON & GLYN, ENGLAND'S largest dealers specialising in Rileys, offer the following selection from stock:—

£245.—14-litre Falcon utility, a most handsome coachbuilt body in ash and mechanically excellent, taxed year. [C0407]

£195.—1936 14-litre Adelphi saloon in excellent order mechanically with smart and sound coachwork and interior. [C0407]

£195.—1934 9hp Lynx 4-seater sports tourer special series engine, scintilla mag. and twin S.U.'s, a smart and fast little car with excellent weather equipment, good tyres, etc. [C0407]

£195.—1931 (repd.) 9hp special sports 2-seater, etc., close ratio gear box, tyres excellent, taxed, a very pretty and potent carriage. [C0407]

£185.—1935 14-litre Falcon sports saloon, well above average and most reliable, good coachwork, tyres, etc. [C0407]

£105.—1934 9hp Monaco saloon, a delightful little car to drive and economical to run, 35mpg, excellent appearance, taxed. [C0407]

THE above cars can be purchased with the utmost confidence, each one is thoroughly workshop-checked, backed by our three months' specialists guarantee and full after-sales service; open every weekday from 9.30 a.m. to 6 p.m. (Saturdays included). [C0407]

GORDON & GLYN, 189-195, Pavilion Rd., Sloane Sq., S.W.1 (3 minutes Sloane Square Tube). Sloane 8326/4426. [C0306]

AUTOMOBILIA, Ltd., offer:—

1946 (July) Riley 14-litre 4-door de luxe saloon, black, brown hide, fog lamp, one owner, excellent condition; £485.—Automobilia, Ltd., Pinnerbrook Garage, Dorking 4304, 3921. [C1099]

OVERSEAS CARS, Ltd., offer:—1949 (Oct.) 2½-litre Riley sports roadster, green, £350. [C0301]

OVERSEAS CARS, Ltd., 207, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C0301]

GUY SALMON AUTOMOBILES offer:—1954 Riley 14-litre saloon, 700 miles, black and 11.135.—Portsmouth Rd., Thames Ditton. Embrook 5551-2-3. [C4001]

SUSSEX specialists for Riley cars and spares.—Cattins, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [10057/R]

RILEY

MAIDSTONE ENGINEERING Co.

1947 Model Riley 2½-litre Sportman's saloon, most beautifully finished in duo colour of grey below waistline and black above, with brown leather interior throughout with carpets to match, all in really excellent condition, fitted new front tyres, new twin chrome large type Norel pass lamps, new black lens head lamps, fitted radio and heater, taxed for the year; this car has covered a small mileage and was completely reconditioned at Riley works recently at cost of nearly £400; a genuine 100 mph saloon in most immaculate condition and a genuine bargain at £495; terms exchange. [C3000]

1939 Riley 2½-litre sports saloon, finished in black with fawn leather interior; this car is in really exceptionally good condition with a most amazing performance, 90 mph and 26 mpg; £270. [C3000]

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3859. [C3000]

HAROLD SIMONS, Ltd., offer:—1946 Riley 1½ saloon, black, red leather, twin spotlights, very good appearance and mechanical condition; £495.—Below.

1948 (November) Riley 1½ saloon, heater, twin spotlights, immaculate appearance, first-class engine; £625; trade enquiries welcomed. [C3000]

1949 Riley 1½ saloon, 13,000 miles only, in excellent condition throughout; £665; trade enquiries welcomed; 3 months' written guarantee, free service after sale, exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 5 minutes Trolley East Finchley Tube). Finchley 0552-53. [C4005]

DENHAM'S GARAGE (ESHER), Ltd., offer:—1952 Riley 2½-litre saloon, finished in immaculate ivory cellulose with red leather interior; this car has covered 14,000 miles only in the hands of one fastidious owner, fitted with twin-speaker radio, loose covers, screen washer, Bray engine, heater, Fram oil cleaner, wing mirrors, underseal, £695; trade enquiries; part exchanges and credit facilities; turn to advertisement on page 48 for other Denham opportunities.—Portsmouth Rd., Esher, Surrey, Tel. 5560. [1157]

H. A. SAUNDERS, Ltd., Olders Green, offer:—1954 Riley 1½-litre, black/green, heater: £1,205/5/10. [C4004]

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004]

COOMBS & SONS (GUILDFORD), Ltd., offer:—1951 Riley 2½-litre, grey with red leather upholstery, 18,000 miles, in excellent condition; £775. [C1057]

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6207-8-9. [C1057]

CLARKE & SIMPSON, Ltd., Riley sales and service, offer:—(new) 1½-litre; see special announcement under "New Cars." [C0407]

1953 (registered November, 1952) 2½-litre saloon, Silver Streak, green, 18,000 miles; £975. [C0407]

1952 (February) 8½-litre, black, green leather, 8.3 M.V. radio, extension speaker; £895. [C0407]

1951 (February) 14-litre, maroon with matching leather, mileage 19,709, £725. [C0407]

1950 (November) 14-litre saloon, black with red leather, one owner, mileage 29,000; £545. [C0407]

49 Sloane Sq., S.W.1. Tel. Sloane 4727. [C1046]

£201.—1937 Riley Adelphi 14/6, good running order, Box 5040. [1372]

1937 Riley Kestrel Sprite saloon good condition, £250, or near offer.—Box 5041. [1372]

1934 Riley 12/6 in exceptional condition for its age; £125.—Hill, 250, Col. 7542. [1372]

1952 (Nov.) 14-litre Riley saloon, black, 5,500 miles only, still smells new; £925. [C0407]

R. K. HORTON, Ltd., Derby Rd., Watford, Tel. 2124. [1347]

BEARDS of Kingston, Riley specialists, sales, spares, repairs.—102, Kingston Rd., Kingston. Kingston 3548. [0079/N]

1949 Riley 2½-litre saloon, superb condition, £575. Russell's Motors, 185, High St., Wokingham, Hants 6421. [1596]

RILEY Kestrel Sprite cross-flow head, bodwork immaculate, engine overhauled; £275; no offers.—107, Turnpike Lane, Mountview 2695. [1449]

1953 Riley 14-litre saloon, black/beige, radio, heater, loose covers, low mileage, one owner; £995.—Odeon Motors, Ltd., Barnes 1144. [C0306]

ATYFAIR COUNTRY CARS.—1949 Riley 14-litre saloon, superb condition; £275; terms, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0151. [C0306]

1953 (June) Riley 2½-litre saloon, heater, etc., 2,700 miles only positively as new.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C0306]

BLUE Streak Riley Big 4-light de luxe saloon (1938), overdrive, free-wheel, unmarked, indistinguishable from new, mechanically perfect; £395 or offer.—Worthing 6123. [C0306]

1952 22,000 miles, immaculate condition; £925.—Hails (Finchley), Ltd., Odeon Parade, Nth. Finchley, N.12 (Tally-Ho) Hillside 1044/9. [1366]

1952 model Riley 14-litre saloon, colour black, red upholstery, one owner, in excellent condition throughout; £795.—Brooklands Garage, 177 Mersland Rd., Sale, Manchester. Tel. Sale 1286. [1308]

TANKARD & SMITH, Ltd., offer 1948 Riley 14-litre saloon, green/green leather, one owner, radio, 9 nominal mileage, exceptional condition; £690; 9 months' written guarantee.—194/198, King's Rd., Chelsea, S.W.3. Fianman 4801. [C0306]

PRIDE & CLARKE, Ltd.—1950 Riley 2½-litre saloon, black/brown leather, heater, low mileage, immaculate condition; £650; 3 months' guarantee; terms, exchanges; 145-156, Stockwell Rd., S.W.9. Frixton 3306. [C0306]

£135.—1934 registered Riley 9 Monaco 4-seater sports tourer, grey, Windstones, etc., beautiful performance, beautiful runner, clean condition.—Haverstock Garage, Haverstock Hill, N.W.3. Golders Green 2622. [C0372]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY
1950 (May) Riley 2½-litre saloon, ivory, Regency covers, heater, 42,000 miles; £475. Box 5046. [1378]
245 ans.—Riley, 1950 model 1½-litre saloon, grey, sliding head, fawn leather, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]
1953 owner, week-end pleasure motorist, 10,000 miles, loose covers, heater, Ace Rimblebushers, screen washer, serviced only by Riley distributors; £395.—Walker & Ward, Ltd., Warwick Place, Cheltenham 3816. [1310]
1947 model Riley 2½-litre saloon, regd. 1946, immaculate black cellulose with brown leather interior, engine has just been overhauled, fitted radio and heater, all good tyres, twin chrome Lucas fog-lamps, a very well kept and attractive car; £465 or £155 deposit.—(Wm.) Garage, Swan St., Spalding, Lancs. Tel. Spalding 2671. [1480]
1995 11—1953 Riley 1½-litre saloon, just under 11,000 miles, old genuine small mileage, one owner car which looks as though it has been on the road for a few weeks at the most, the condition being virtually as new, even the spare tyre having not yet been used, extras and special features include high compression head, high-capacity heater with screen demisting incorporated, draught deflectors, screenwash and flashing transformers.
CHOICE of six other post-war saloons, 1½- and 2½-litre, and eleven pre-war Rileys, all models.
CAMDEN MOTORS, Leighton Summit, 6041. [C1035]

Riley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Box 6041. [W4018/R]
PRE-WAR 1½ or 9 Riley required urgently, cash.—Byron (Owen) Motors, 112, Tottenham Court Rd., W.1. [1262]
YORKSHIRE—The Riley Buyers, Barkers of Oakwood, Leeds, 8. Tel. 58236/7. [0094/R]
EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayall, 0181 [W3008]
LATE 1952 2½-litre saloon.—Rover Distributors, A. Elliotts of Bideford, Tel. 744. [1575]
POST-WAR Rileys wanted.—Ross Motors, Ltd., Regent St., Hinkley, Leics. Tel. 558. [1940]
REQUIRED good used Riley.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]
C.N.K. MOTORS require clean pre-war Rileys.—355, Finchley Rd., N.W.3. Hampstead 5711. [W1032]
BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [1262]
COLMORE DEPOT, Ltd., Manchester, will purchase post-war Rileys with a guaranteed history and mileage.—200, Deansgate, Manchester, 3. Bla. 3322. [14655]
PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041]
PRIVATE owner requires 2½ Riley, no earlier than 1950.—Charlesworth, 14, Gosman, Thurston Rd., Devizes, Wilt. [1453]
THE CAR MART, Ltd., London, wish to purchase Riley cars.—382, Stratham High Rd., S.W.16, Streatham 0054. [0969/R]
URGENTLY required, 1946-53 Riley 1½-litre saloons.—Gibbons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [19975]
RILEY 1½-litre and 2½-litre saloons, 1950-1953, urgently wanted, must be low mileage, distance no object.—Green & Sons, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2008]

Riley Spares and Service

READING—Hewens Garages, Ltd., for Riley spares and service.—Tel. 1456. [0269]
HARTLEY'S for Riley, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2844/5. [0246/R]
SOUTHAMPTON—Rex Neale, Shamblehurst Lane, Botley, Tel. Botley 132. Spares for all models, specialised service. [0246/R]
ARCOT ENGINEERING, Ltd.—Presaleator gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [0238/R]
SPECIALISED Riley dynamo, starter, magneto repair and replacement service; old units bought.—Ace Ignition, Ltd., 80, Dudden Hill Lane, Willesden, N.W.10. Wil. 3492. [19419]
J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.3. Gul. 5446. [0952/R]
RILEY distributors for 28 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moore's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [16632]

ROLLS-ROYCE

GE
ROLLS-ROYCE Twenty, attractive coachbuilt 4-door owner-driver saloon black/blue cellulose, blue leather upholstery, thoroughly recommended at £150; hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. [C2000]
RIPPON
RIPPON
RIPPON BROS., Ltd.
THE leading Northern Rolls-Royce and Bentley specialists.
HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.
RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0905/R]
RUSSELL MOTORS offer:—
1938 25/30 Rolls-Royce Hooper sports saloon; 1937 25/30 Rolls-Royce Barker sports saloon, 41,000 miles only since new, one owner, a really beautiful car, any trial examination.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060]

ROLLS-ROYCE
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M
CAR MART, Ltd.
1939 Rolls-Royce Wraith 7-seater limousine, radio, heater, coachwork by Hooper; £1,395.
1952 53 Rolls-Royce Silver Wraith H. J. Mulliner touring limousine, radio, heater; £5,500.
1954 Rolls-Royce Silver Dawn saloon, sliding head, radio, heater, automatic gear box; £4,550.
1937 Rolls-Royce Phantom III H. J. Mulliner 4-light razor edge sports saloon, with division; £1,195.
CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3434. [C1059]
H. R. OWEN, Ltd.,
LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—
1951 H. J. Mulliner sports saloon, black with cream hide, 47,000 miles; £4,500.
1949 Gurney Nutting sedan coupe, black with beige hide, 11,000 miles; £3,750.
1949 Hooper touring limousine, black with brown hide, 39,000 miles; £3,250.
1940 Hooper Wraith saloon with division, black with hide and cloth, 89,000 miles; £1,685.
1939 Gurney Nutting 7. III saloon, grey and maroon; £1,550.
1935 James Young 20/25 sports saloon, black with blue hide; £995.
WE are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.
R. OWEN, Ltd.,
17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3052]

P.B., Ltd., offer:—
1938 25/30 Rolls-Royce Barker owner-driver saloon, with boot, semi razor edged, small mileage, in immaculate condition.
1934 20/25 Hooper owner driver saloon, blue and black, blue leather upholstery, excellent condition throughout; £2,850.
PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477-7478. [C3035]
VINTAGE AUTOS.
THE pre-war Rolls-Royce specialists.
1947 Rolls 20 Replica drop head coupe; this was the Monte Carlo Concours d'Elegance winner in 1947; recent £360 mechanical overhaul; a superb looking car; £595.
ALWAYS an ever-changing selection of good pre-war
66, London Rd., Tooting. Tel. Mitcham 3951. [C4039]
R. F. FUGGLE, Ltd.
1950 (May) Silver Wraith with H. J. Mulliner sedan de ville coachwork, 35,000 miles maintained by Rolls-Royce; £3,295.—Bushey Heath, Herts. Tel. 168. [C2017]
H. A. FOX & Co., Ltd.,
OFFICIALLY appointed Rolls-Royce retailers,
OFFER the following cars chosen from their stock:—
1947 Rolls-Royce Silver Wraith Hooper touring limousine; £2,604 miles; (R202), £2,850.
1949 Rolls-Royce Silver Wraith Gurney Nutting d.h.c., 26,633 miles; (R206), £2,850.
H. A. FOX & Co., Ltd., 3-5, Burlington Gdns., Old Road St., W.1. Tel. Regent 7657. [13131]
METCALFE & MUNDY, Ltd.
ROLLS-ROYCE 1937 Phantom III sports saloon by Young of Bromley, modified to solid tappets, in outstanding condition throughout; £2,850.
METCALFE & MUNDY, Ltd., 13, Old Brompton Rd., S.W.5. Fremantle 5471. [3064]
KNIGHTSBRIDGE MOTORS, Ltd.
1937 (January delivery) 25/30 Martin Walter Wingham drop head fourseater, very well maintained; £355.
3, Roberts Mews, Lowndes Place, Belgrave Square, S.W.1. Sloane 4088. [C2065]

MASCOT MOTORS, Ltd., offer:—
1937 30hp Thrupp & Maberly semi razor-edged sports saloon; £1,075.
1936 25hp Windover sedan; £750.
1935 25hp Gurney Nutting fixed head fourseater coupe, choice of 2; £750.
1935 25hp Park Ward sports saloon; £750.
1934 25hp Park Ward sports saloon; choice of 3; £650.
1933 25hp Thrupp & Maberly 6-light saloon; £450.
1930 25hp Thrupp & Maberly fixed head fourseater coupe; £235.
237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007]
SWANMORE GARAGE, Ltd., offer:—
1947 Rolls-Royce Silver Wraith by Hooper; £2,835.
1937 Rolls-Royce Ph. III by Gurney Nutting; £1,375.
1937 Rolls-Royce Ph. III by H. J. Mulliner; £1,175.
1935 Rolls-Royce Ph. II by H. J. Mulliner; £745.
1934 Rolls-Royce Ph. II by Park Ward (continental); £595.
1931 Rolls-Royce 20/25 saloon, replica body 1938; £675.
1931 Rolls-Royce shooting brake; £575.
SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344-43345. [C4024]

ROLLS-ROYCE
J
B
JACK BARCLAY, Ltd.,
EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.
EXAMPLES: 1951 7-passenger limousine by H. J. Mulliner, painted black and upholstered in beige hide, 26,000 miles; price £4,250.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. May, 7444. [C1063]
CHIPSTEAD MOTORS, Ltd., offer:—
PHANTOM II Continental Owen Gurney Nutting sedan coupe, reconditioned at cost of sum of £685, still available, one of the most attractive cars on the road; £695.
25hp late 1932 Thrupp & Maberly sports saloon, blue leather, nice condition, sliding roof, new tyres; £595.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154. [C1076]

JACK OLDING & Co. (MOTORS), Ltd.,
OFFICIAL Rolls-Royce & Bentley retailers, offer for immediate delivery:
1948 Rolls-Royce Silver Wraith Hooper touring limousine, black/maroon leather, 29,400 miles; £2,950.
1947 Rolls-Royce Silver Wraith Hooper touring limousine, electric division, black and grey. October 1953 Rolls-Royce, bills over £500; £2,750.
53, Albany House, North Audley St., W.1. Mayfair 6330. [C3030]
DENHAM'S GARAGE (ESHER), Ltd., offer:—
1952 Rolls-Royce fitted with H. J. Mulliner owner-driver saloon body, in immaculate in every detail, 3,900 miles only; £5,350.—Folkestone Rd., Esher, Surrey. [1504]
CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce & Bentley retailers and repairers, offer:—
1947 Rolls-Royce Silver Wraith owner driver sal., black, 49,000 miles, excellent condition throughout; £2,650.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.
SERVICE: Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C3010]

1928 P1 sports sedan, most elegant car, in excellent condition.—Adams, Tel. Winwick 216.
ROLLS 1953 replica, probably the finest "Twenty" in England; £300.—Clarke, Camden Wood, Chislehurst. [1571]
HEARSES Rolls. Several Guaranteed chassis complete with magnificent Hearses Bodies From £1625. Attention Address!!
ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Head Office, Station Approach, Kew Gardens, Richmond 1161. [1024]
1935 20/25 Rolls-Royce sports saloon, choice of two, from £650.—Basingstoke Motor Co. Ltd., Basingstoke, Tel. 477. [C1012]
R. C. MORTLAKE offers 1933 25hp Windover close-coupled sports saloon with boot; £465.—255, Kensal Rd., London, W.10. Arnold 4604. [C5017]
MAY, 1933, Rolls-Royce 20/25 Straight Back black saloon, owner-driver, heater, 30,000 miles since engine overhaul, immaculate condition.
CARR & SON, Princes Street Garage, Corbridge-A on Tyne, Northumberland, Tel. Corbridge 81. [19674]
EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [5560]

1933 Rolls-Royce 20/25 sports saloon (Windover), black with brown hide, one owner from new, fitted with new tyres, radio and heater, taxed for the year; £565.
R. T. THOMS (MOTORS), Ltd., 17-18, High St., R. Taddington, Beds. Tel. 371. [C4064]
20hp Mulliner 4-light 5-seater, black saloon, 1928, 20 spares, original, well maintained 20-Ghost condition, heater, seen Sussex.—Healing, 2, Caxton St., Westminster, S.W.1. [1620]
1937 Phantom III, owner driver, with division, perfect history, one titled owner; £975.—Clayton's Cars (London), Ltd., 17, Bruton Place, London W.1. Tel. Mayfair 4576. [C1050]
25/30 1937 Rolls-Royce, 67,000 miles, no division, one previous owner with chauffeur, service fitted, excellent history and condition; £750; view London or Sussex.—Faygate 242. [1361]
1936 25/30 sedan de ville by Hooper, basket work coachwork and miniature carriage lamps, excellent condition.—Simmons, 12, Rex Place, Park Lane, W.1. Grosvenor 2635, 1188. [1557]
1936 20/25 (GBK) Windover swept tail limousine with boot, James Young body, face forward occasional, disappearing division; £480.—45, Park Rd., Hampton Hill, Middx. Molesley 913. [C4069]
1935 Rolls-Royce 20/25hp Barker owner-driver sports saloon, rooney bod, attractive appearance; bargain, £550.—Silverthorne Motors, Ltd., 21, Fitzroy Sq., W.1. Euston 7911. [C1011]
1937 Rolls-Royce Phantom III Barker drop-division limousine, one owner, all Rolls history available, modified extensive equipment, hide throughout, immaculate condition for £975.—Below.
1933 Rolls-Royce 20/25 limousine, exceptional condition for year; £475.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8.
ROLLS-ROYCE Wraith 1939, special Mulliner sedan saloon body, electric heaters, radio, two spare wheels, ideal family car, modest mileage, excellent order; £1,500.—Owner, Copped Hall, Camberley, Tel. 1425. [1405]

1934 (October) Rolls 20/25 owner-driver saloon, Mann Exerton with boot, cloth upholstery, GMD25, 100,000 miles, carefully maintained, very good condition, 21 mpg, seen Shrewsbury by appointment. £525.—Box 5045. [1377]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

1933 Rolls-Royce 20/25hp Park Ward owner-driver 5-seater saloon, black, fawn leather, a really first-class example, beautifully maintained in all respects; £575; exchange, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11, Bay 4274. (C4035)

1939 Rolls-Royce Wraith touring saloon with electric division, Park Ward, black with beige leather throughout heater and radio, the whole car is in absolutely first-class condition, Series WEC; £1,375.—Grosvener Garage, Newcastle, Staffordshire. Tel. 6207. (C1564)

THE SOUTHERN MOTOR CO. have a range of Rolls-Royce Replica saloon and coupe models in stock at prices from £500 to £675.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport). Office, Gillian Cottage, Lowfield Heath, Nr. Crawley, Sussex, Tel. Crawley 437. (C299)

XXX Absolutely outstanding 20/25 Rolls-Royce, fitted with superb folding head 4-seater sports coupe body with commodious rear boot; this quite exceptional car is finished in a most attractive shade green with chromium bright fittings and upholstered in green leather with carpets to tone; the very full equipment includes wheel discs, bumpers, twin horns, fog lamp and H.M.V. radio; the performance is absolutely impressive and unworked, a new boot has just been fitted, and it is altogether a car which must be seen for its extremely modern body lines and outstanding condition to be fully appreciated; thoroughly recommended terms, exchange.—F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (C2003)

A&S display first class condition privately owned Lousines (certified mechanically—ready service).

L MOUSINE 1936, delivery February, 20/25, Hooper sweep, Lousine, large forward speedometer, 28,000 only, black, remarkable condition, private. £495.

SALOON 1936, delivery June, 25/30, Hooper owner-driver saloon with boot and partition, attractive lines, black. £750.

L MOUSINE 1936, delivery April, 25/30, Hooper, partition, Lousine, large forward speedometer, genuine mileage 44,000, desirable condition throughout. £1195.

ALPE & SAUNDERS Limited Seven Passenger Rolls-Royce Specials, Ltd., Providence Court, North Audley Street, Mayfair-2941. (C1006)

Rolls-Royce Cars Wanted

C THE CAR MART, Ltd.—Official Retailers, wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. Grosvener 3434. (0970/R) J. MARSHALL

WANTED Rolls-Royce 22/22 and 20/25, all types of coachwork; any condition. (W4018/R) J. Garstin 2365

PHANTOM III sports saloon or drop head required by private buyer.—Box 4540 (0955)

WANTED private Sports 25 or 30, under 90,000, perfect, about £475.—Dixon, 16, Grove Rd., Southsea. (W4018/R)

PRIVATE buyer requires good pre-war 20, 20/25 or 25/30 Rolls; full details, price and photograph.—Box 5044

PERFORMANCE CARS urgently require, Rolls-Royce.—Great West Rd., Brentford, Middlesex. E1. (W5041) 8841

REQUIRED, good owner-driver Rolls-Royce—G. Edwards, Amenbury Lane, Harpenden, Herts. (W2000) perden 118

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce—Hamstead (Tubel), N.W.5, Ham 6041.

W are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, West St., Crystal Palace, S.E.19. Livingstone 3362.

MASCOT MOTORS, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.—237 Kensal Rd., W.10. Ladbroke Tel. Tulse Hill 7105. (C1006)

THE SOUTHERN MOTOR CO. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, Nr. Crawley, Sussex. Crawley 437. (C299)

A&S urgently require 25/30hp Saloon and Coupe with boot, also privately owned 25/30hp Lousines details please. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. (W1006)

Rolls-Royce Spares and Service

JACK BARCLAY (SERVICE), Ltd.

LARGEST official repairers Rolls-Royce cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge. Flaxman 2233. (S1082/R)

CHARLES FOLLETT, Ltd., officially appointed repairers and service agents.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-9. (0614/R)

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, West St., Crystal Palace, S.E.19. Livingstone 3362. (0064/R)

ROVER 10

GORDON & GLYNN, the Rover specialists, offer:—

1938 Rover 10 saloon, one owner since new, recent rebores, etc., in well above average condition throughout, guaranteed 3 months; £285. (C2069)

GORDON & GLYNN, 189-195, Pavilion Rd., S.W.1. Sloane 5326/4426. (C2069)

1937 Rover 10, complete engine overhaul February (only available) appearance and performance excellent; £195.—Hen 8502/Col 7542. (C1496)

1940 Rover 10 de luxe saloon, believed genuine 39,000 miles only, one owner, beautifully maintained; £295.—Jacquier, Ltd., 225-7, Hammer-smith Rd., W.6. Riverside 6677-8. (C2043)

ROVER 10

1947 48 Rover 10 saloon, black, heater, tyres good, rebores; £495.—Gully, Lissenden Farm, Borough, Hants. (C4001)

ROVER 12

GUY SALMON AUTOMOBILES offer:—

1938 series Rover 12hp sports saloon, very good condition; £295.—Portsmouth Rd., Thames Ditton, Esherbury 251-2-3. (C4001)

£495 1948 Rover 12hp open four-seater sports, source model, outstanding performance.

TWENTY-FIVE other Rovers in stock, pre-war to 1951-2 75 models.—Camden Motors, Leighton Buzzard 2041. (C1035)

1946 Rover 12 black saloon, good condition; £425.—St. Aubyn, Braughing, Ware, Herts. (C1415)

1946 Rover 12 saloon, blue; £485.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. (C1076)

WALTER SCOTT, Ltd.—1936 Rover 12 saloon, new gain at £135.—39, College Circus, Hampstead, N.W.5 (Series Cottage Tube) Pri. 5914. (C4006)

1947 (September) Rover 12 6-light saloon, back with fawn upholstery, fitted heater, fog lamp, low mileage, one owner, original condition; £495; hire purchase and part exchanges.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. (C1036)

1938 Rover 12, engine overhauled, completely reconditioned, undoubtedly one of the finest pre-war Rovers in the country; £275.—Kirkdale Cars, Cobbe Corner, Sydenham, S.E.26. Sydenham 6129. (C2068)

ROYS offer a Rover 12 touring 6-light saloon, 1940, an amazing condition and performance; £395; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station) Euston 2700 8994. (C3059)

£555 1947 Rover 12 sports saloon, first registered December, 1947, fitted in fantastically beautiful small mileage condition, speedometer reads 19,000 but inside and out this car looks like new, open the doors, it smells new, you have never had such a good Rover at this price before; 3 months' guarantee; hire purchase, exchange.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

ROVER 14

ROVER 14 1939 drop head; £325.—Grosvener 2635. (S156)

GORDON & GLYNN, the Rover specialists, offer:—

1936 Rover 14 saloon, one owner since new, 74,000 miles, a delightful and reliable motor car at the reasonable price of £195, guaranteed 3 months.

GORDON & GLYNN, 189-195, Pavilion Rd., Sloane St., S.W.1. Sloane 5326/4426. (C3069)

1935 model Rover 14, clean, sound car; £245.—Maryland, Hartley, Harlow 2136. (C1632)

1937 Rover 14 sports saloon, £150 mechanical overhaul by Rovers, a first-class example of this type of car, guaranteed; £275.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Mel. 6109. (C4053)

£525 1947 Rover 14 de luxe saloon, speedometer reads 22,000, interior spotless, bodywork specimen condition, 1947 motor car but runs like 1952 model; 3 months' guarantee; hire purchase, exchange.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

1938 model (Nov. 1937) Rover 14 saloon, black/green leather, exceptional condition for year, perfect mechanical order, original coachwork throughout; £285.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4311. (Near Camden Town Tube Station) Euston 2700 and 8994. (C3059)

ROYS offer a Rover 14 touring 6-light saloon, 1939, loose covers, smart appearance, good performance; £325; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station) Euston 2700 and 8994. (C3059)

1937 Rover 14hp sports 4-door saloon, good engine, tyres, battery, clean, large bodywork, £195 deposit, balance over 16 months; exchange; insurance; 50 cars always in stock under cover; write for list.—Tulse Hill Motors, Ltd., 61, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7105. (1935 bus from Stockwell Tube station passes the door). (C4071)

ROVER 16

ENGINES RECONDITIONED, Ltd., offer:—

1938 Rover 16, in excellent mechanical order, black with green leather; £245.—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. (C2070)

ROVER 16hp saloon, finished maroon, registered 3/2/48, two owners, excellent condition, any trial; £485.

RATCLIFFE'S (PURLEY WAY), Ltd., Purley Way, Croydon, Surrey. Tel. Croydon 3679-9. (C1296)

ROVER 16 1939 sports saloon, one owner, heater, in post-war condition; £325.—Hillwood Motors, Mill Hill 4235. (C1599)

Rover 16, immaculate car; £495.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1165. (C1016)

CASS'S MOTOR MART—1947 Rover 16 saloon, choice of 3 from £475; written guarantee; terms and exchanges.—S. Warren St., W.1. Euston 4110. (C1040)

£225—1938 Rover 16 4-door saloon, nice condition, taxed; £75 down.—Bray Motors, 180, West End Lane, N.W.6. Hampstead 9490. (C1024)

1940 throughout, outstanding; performance, radio, new tyres, many luxurious extras, one previous owner; £350, offer.—Wilkesen 1662. (C1627)

245 gns.—Rover 16 1938 saloon, sliding head, leather, one owner, very good condition; choice of 3 pre-war Rovers; terms; exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1947 Rover 16 saloon, one owner from new, reconditioned engine, motor, excellent condition throughout; £495; another, December, 1940, finished black with brown leather, also one owner from new and in original condition throughout; £467/10; trade and part exchange enquiries invited.—P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. (C3016)

ROVER 20

£265 1941—Rover 20 sports saloon, 1938, very fast with graceful lines one of the very best of this series.

TWENTY-FIVE other Rovers in stock, pre- and post-war, including 1951-2 75 models.—Camden Motors, Leighton Buzzard 2041. (C1035)

ROVER (60, 75 and 80)

MAIDSTONE ENGINEERING CO.

1949 Rover 75 saloon, finished in most immaculate black with maroon leather interior, fitted all new tyres, H.M.V. push-button radio and heater, twin chrome Windforce horns, chrome long-range pass lamp, the whole car is in faultless condition throughout, the appearance is far above average, the performance is quite exceptional, with 30 mpg at cruising speeds; a genuine bargain offered at £595; terms exchange.

CHROSS St. Pendleton Salford 6 Manchester, Pen. C 3557. (C3000)

CHARLES FOLLETT, Ltd., offer:—

1953 Rover P.4 sal., black, one owner, 10,000 miles, radio, heater, exceptional condition. £1,125.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936.

1953 Model Rover 75 saloon 7,000 miles. £1,075.

1951 Rover 75 saloon, heater; £665.—British & Colonial Motors, Ltd., 15-14 Upper St., Martin's Lane, W.C.2. (Adj. Leicester Square Tube Station) Temple Bar 5585. (C1027)

ROVER 75 1948 4-light sports saloon, 30,000 miles, genuine, £1,075.

SCOTT CARR, 27, Finchley Rd., London, N.W.5. Hampstead 2100-6676. (C4016)

1953 Rover 75 saloon, 8,000 miles, one owner, ss. paint; £1,055.

RIPCO, Ltd. (Rovers Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/54. (C3059)

1948 Rover 75 saloon, grey one owner; £575.—Tucker, Ltd., Temple Bar 5338. (C4029)

1954 (model) Rover 75, black fawn hide, H.M.V. radio, 2,000 miles, as new; £1,255.—R. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (C2003)

1952 Rover 75, blue, blue hide, 9,100 miles, unmarked; £1,045.—Rabbins, East Putney Tel. 4581. (C3010)

1951 Rover P.4 saloon, fitted with heater, low mileage, immaculate condition; £665.

LYNE, FRANK & WAGSTAFF, 35, Crouch End Hill, N.15. Mountview 4401. (C2069)

ROVER—1951 Rover 75, fitted radio and heater.—Dunham & Haines, 46, Castle St., Luton 2100 1. (C1079)

1954 Rover 60 saloon, mileage 1,600, grey; £1,145.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0921-2. (C3040)

JACK ROBE, Ltd., offer 1953 Rover 75, green, very low mileage, almost spotless; £1,075.—Stafford Rd., Wallington, Surrey, Wallington 6677. (C3056)

1954 Rover P.4 60 de luxe saloon, black, red interior, 100 miles only; £1,085; terms and exchange.—J. Gilder & Co., Ltd., Cambridge St., Sheffield, 1. Tel. 26359-9. (C1304)

1949 Rover 60 saloon, fitted radio, heater, seat covers, unblemished condition; £595.—Grosvener Motors (Manchester), Ltd., 185, Oxford Rd., Manchester 13. Tel. Ardwick 2950. (C1567)

1953 (June) Rover 75 black/grey upholstery, loose covers, heater, spot lamp, not taxed since Dec. 1953 5,000 miles, absolutely as new; £1,125.—Holman & Holshead, Alstgar, Tel. 406-7. (C1179)

1948 Rover 75 sports saloon 1958 factory fitted new P.4 engine, dark green, radio, heater, all new tyres, one very careful owner, total mileage 39,200, negligible since new engine; £650.—Campbell Symonds, Wembley 6262. (C1037)

595 gns.—Rover 75, 1948 de luxe saloon, sliding head, leather, i.f.s. heater, one owner, exceptional; terms; exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1952 Rover P.4 saloon, very low mileage. Conspicuously maintained and quite immaculate inside and out, price £695.—Coxs Motors (Leicester), Ltd., 11/15, Conduit Lane, Tel. 60315. (C4018)

1951 model Rover 75 P.4 saloon, a really immaculate one-owner car, finished in pastel blue with grey leather, heater, quite outstanding example, written guarantee; £850; terms, exchange.—R. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (C2003)

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' special guarantee.—Evans (Wimbledon), Ltd., Rovers Main Dealers, Alexandra Rd., Wimbledon 0163/4. (S111)

LAND-ROVER 1950, extras, life-guards taxed, used as private car; £290.—Box 5060. (S154)

HARVEY HUDSON, Ltd. (the Land-Rover Specialists), offer from the finest stock of reconditioned and guaranteed Land-Rovers in the country.

1952 Land Rover, 14,000 miles; £435.

1950 Land-Rover, 23,000 miles; £295.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanted 0056. (C3059)

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1953 (March) Land-Rover under 9,000 miles, £275.—Service Garages, Ltd., 85, East Hill, Colchester 2772. (C1317)

1954 model Land-Rover, 300 miles only guaranteed for sale by direction of executors; £250 o.n.o.—John Whalley, Ltd., London Rd., Bishop's Stortford, Tel. 181-2. (C4051)

G&M ALFREDS (1936), Ltd. formerly "Chil-Alfreds"—Land-Rovers 1949/50/51/52/53; selected examples only from £275.—6-7, Warren St., W.1. Euston 4110. (C1040)

1952 Land-Rover 21,000 miles, £398; 1951 Land-Rover, 18,000 miles, £350; also early delivery of new—Land-Rover Distributors, Elliotts of Bideford, Tel. 1263. (C1263)

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ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tubel) N.W.5, Ham 6041. (W4018/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Land-Rover Cars Wanted
HARVEY HUDSON, Ltd. (The Land-Rover Specialist), wish to buy Land-Rovers—Woodford, London, E.18. Wanstead 0056. (W2039)

ROVER MISCELLANEOUS
HENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Groveview 2287.)

ONLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

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GREAT WEST ROAD (Basing 5477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS Ltd., England's Leading Motor Agents. (0029/R)

BEARTS of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3548. (080/R)

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COOMBS & SONS (GUILDFORD), Ltd.

RECENTLY wanted, good condition post-war Rover cars, offers appreciated.—Portsmouth Rd., Guildford, Tel. 62907. (0242/R)

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BLAKES, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool. 1. Tel. Royal 6822. (1776)

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L & WOODS' GARAGES, Ltd.—203, St. James's Pl., Croydon. Thro. 1222. Main Rover dealers for Croydon. (0219/R)

KJ MOTORS, Ltd., agents, reconditioned units for Girling, Radiomobile agents.—Bromley, Ravensbourne 3458. (1000/R)

COLLIER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Midx. Tel. 777 (4 lines). (0437/R)

LEIGH PARK MOTORS, Ltd., Datchet. Slough. L. Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. (0047/R)

R. F. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. (0518/R)

BARKING.—For full stocks of spares and genuine service for Rover owners come to Alton's Garage, Ltd., 106-7, Longbridge Rd., Barking. Tel. Ripleyway 1985. (0518/R)

DAVID ROSEFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Chesham Hill Rd., Manchester, 8. Tel. Blackfriars 2308. (0556/R)

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1954 Simca new hardtop coupe, private owner, best offer accepted.—Vic. 5483. (1519)

C. V. RUSHMER for Simcas.—1953 Aronde saloon, low mileage, showroom condition, one owner, £750.—39, Holland Park, W.11. Park 571. (C2061)

SIMCA Aronde.—Several demonstration cars available; very low mileage and maintained in perfect condition.—Details from Fiat (England), Ltd., Water Rd., Wembley. Tel. Fervale 5651. (0095/R)

Simca Spares and Service

GENUINE parts, repairs, reasonable prices, Simcas bought, sold.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 2647. (0053)

SINGER

GATEHOUSE offer:—

1952 Singer SM1500 saloon, green; £550.—Gatehouse Motors, Ltd., Highgate Village London, N.5. Tel. Mountview 454. (C2021)

HAROLD SIMONS, Ltd. offer:—

1952 (July) SM1500 one owner, 15,000 miles, in absolutely splendid condition throughout; £585; trade enquiries welcomed; 3 months' written guarantee; free service after sale; exchanges deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.3 (at North Circular Cross Rd. 3 minutes' trolley East Finchley Tube). Finchley 0032-53. (C4085)

HENDON CENTRAL GARAGE, Ltd., offer:—

1948 Singer 10 saloon, in good condition throughout; £355.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 5945-5. (C2021)

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1951 (Feb. 27th) Singer S.M. 1500 saloon, one owner, low mileage, immaculate condition, choice of two: £465.

AUSTIN House, 140-144 Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (Ten lines). (C4004)

SINGER

SINGER 1952 1500 saloon, green, brown leather, one owner, heater, attractive car, taxed; 2495. (C2495)

KJ MOTORS Ltd., Widmore Rd., Bromley, Ravensbourne 3458. (1039)

£225.—1946 Singer Super 10 4-door de luxe saloon, excellent runner at pre-war price; £75 down.

£125.—1936 Singer 9 Bantam de luxe saloon, excellent runner; £60 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C4004)

425ms.—Singer 9, 1951 4AB sports roadster, glass side-screens, i.f.s., excellent condition, choice of 3 4ABs; terms, exchanges.—Rowland Smith.—Below.

245ms.—Singer 9, 1939 sports roadster, glass side-screens, very good condition; terms, exchanges.—Rowland Smith.—Below.

165ms.—Singer 9, December 1939 saloon, sliding head, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

SINGER sports, two spare wheels, spare crown wheel; £100.—51, Commonwealth Rd., N.17. Tottenham 2339, after 6 p.m. (1369)

1948 Singer 10 saloon, immaculate, one owner, recent bill; £255, 38,000 miles, taxed year; £350.—Tel. Val. 2892. (1421)

SINGER 10, 1949, one owner, fine coachbuilt car, absolutely unmarked, wonderful value; £425.—Hillwood Motors, Mill Hill 4242. (1600)

1953 S.M.1500 roadster, finished red-grey, one owner as new; £575.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds 7. Tel. 45405. (1554)

1951 (June) Singer SM1500 saloon, one owner, colour beige, taxed year; £435.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (C5011)

1947 Singer 10 saloon, black, sun roof, one owner; £295; exchanges, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. (C3034)

Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Singer Spares and Service

THE Singer agents for spares, service repairs, Auto-menders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. (0754/R)

LANCASHIRE'S premier Singer spares stockists, 4, Coulthard & Grimshaw, Ltd., 759, Whalley New Rd. Blackburn Tel. 48031. (6473)

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. (0605/R)

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton, Tel. 4080 Deansgate Manchester. Deansgate 4507. (0390/R)

SPORTS CARS

CARS for the enthusiast.

If you require a good pre-war car in excellent condition at a reasonable price we have the finest selection in the country. Our stock consists of good veteran, vintage, Continental and sports cars, with all types of coachwork. Immediate hire purchase and part exchange. We are open till 9 p.m. 7 days a week, including Saturday and Sunday, for inspection.

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B. & G. MOTORS offer:—

£235.—Marenda Special 1937 model 16hp open speed 4-seater, Coventry Climax 3-carburettor engine; goes like the clappers.

£215.—M.G. Magnette 12hp special competition model, 4/4-seater, specially tuned job that reverts to try to buy it, highly recommended; written guarantee.

£160.—M.G. 8hp P-type open sports 4-seater, immaculate green, good run, smart and attractive with good hood, etc.

£150.—Alvis 12hp Firefly drop head fourseater coupe, really good British racing green cellulose, engine just overhauled, crankshaft reconditioned, etc.; not yet run-in; bargain at this price.

£130.—Singer 9 1936 Le Mans open 4-seater, green, rebored last year, paintwork fair, good hood, battery, etc.

£120.—M.G. 12hp open sports 4-seater, immaculate red finish, new tonneau cover, fold-flat screen, new battery, etc.

£115.—S.S.1 open sports 4-seater, fitted 1938 ohv Jaguar engine; very, very fast and a real opportunity at this price.

£110.—Singer Le Mans open 4-seater in red, good hood; goes like the proverbial bomb.

£105.—Wolsley Hornet 12hp S.W. Special 2/4-seater, choice of two with twin carburetors, 4 speeds, etc.

£60.—Hedfield Special 833cc competition model, fold-flat, etc.

EASY terms.—B. & G. Motors, Early Mews, Arlton Rd., Camden Town, N.W.1. Gulliver 3718. (C1019)

CHARACTER CARS offer:—

A LFA-ROMEO 1750cc blown and unknown saloons: A. Allard 1949 coupe, Austin 12 2/4-seater tourer; B.S.A. 10hp 2-seater; Hispano Buiza sedan, Essex Six sedan, 1929, specimen; M.G. C. and M. type 2-seater; Rolls-Royce P11 limousine; Talbo 105 tourer.

CHARACTER CARS, Welsley's Garage, Welsley's Court Rd., East Croydon, Croydon 555. (C1044)

£95.—Morris-Talbot 10hp sports, good hood, tyres, performance.—Tel. Northwood 1085. (1410)

SINGLE-SEATER racing 497cc, Special J.A.P. engine, over 50 mph, new tyres, complete with trailer; £135.

1929 Aston Martin International, in sound condition generally; £145.

LES STEWART 39, Cambridge St., Heavily, Stockport, Cheshire. Tel. Stockport 4470. (1557)

SPORTS CARS

BERT MASON SPORTS CARS.

£65.—Austin 7 special 2-seater, registered 1952; £65. Bulck drop head coupe, English coachwork; £125. M.G. 8hp sports 4-seater; £195. Austin 8 tourer, 1947, magnificent condition; £100. Vauxhall 14 drop head coupe, extremely nice condition; £75. M.G. 18 80 sports 4-seater; £145. Jaguar 2 1/2-litre sports saloon; £145. Wolsley special Daytonas sports, very, very, very fast; £145. Vauxhall drop head coupe, an immaculate specimen; we have a large selection of Jaguar and Riley spares; hire purchase on all cars.—Bert Mason Sports Cars, 77, Crickfield Rd., Clapton, E.5. Amherst 1814. (C5073)

ROWLAND SMITH'S for sports cars.

565ms.—Austin A40 sports, 1952 convertible coupe, Romney blue, heater, cost over £300.

545ms.—M.G. Midget, September 1951 T.D. 2-seater, supercharger, oil coil, one owner, exceptional.

425ms.—Singer 9, 1951 4AB sports roadster, glass side-screens, choice of three 4ABs.

395ms.—Allard, 1949 sports 2-seater, bronze, brown leather, unmarked.

295ms.—Fraser Nash-B.M.W., 1936 2-litre type 55 special sports 4-seater, concealed hood.

245ms.—Singer 9, 1939 sports roadster, glass side-screens.

225ms.—M.G. Midget, 1934 8hp P 2-seater, excellent condition.

175ms.—Austin 7, 1936 Nippy sports 2-seater, cream, red leather, Windstone horns.

165ms.—Scout, B.S.A. Scout, 1939 10hp sports 4-seater; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

£125.—1935 (October) Alvis Firefly drop head four, some coupe, a rare car for modest outlay; £65 down.

£95.—1951 M.G. 18/80 speed model, open 4-seater, bargain, Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

PERFORMANCE CARS, the Sports Car People, Great West Rd., Brentford, Middlesex. Tel. Basing 8841 (3 lines)

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FROM over 150 in stock all plainly marked with year and price we select:—

ALVIS 12/70 drop head foursome, 1938, £275; Alvis Speed 25 drop head foursome, 1937, £295.

ALVIS 4.3 Charlesworth saloon, 1937, £295; Alvis 20 Charlesworth saloon, 1935, £225.

ALVIS Speed 20 drop head foursome, 1938, £255; Allard 61M 4-seater tourer, 1948, £315.

A LFA-ROMEO 17/50 supercharged Castagna drop head foursome, specimen throughout, 1954, £395.

ASTON MARTIN 2-litre sports, specimen throughout, 1954, £395. See under "Aston Martin" column.

BRISTOL type 400 sports saloon, 1948, £875; Buckler 1172cc sports 2-seater, 1952, £445.

BENTLEY 3 1/2 Mulliner d/h foursome, 1935, £455; Bentley 4 1/2, tourer, McKennie rebuilt 1929, £295.

BENTLEY 4 1/2-litre tourer, 1929, £195; Bentley 3 1/2-litre Red Label drop head foursome, 1936, £275.

B.M.W. Veritas 2-litre Comp. 2-seater, 1949, £565; B.M.W. type 55 drop head foursome, 1936, £185.

BENTLEY D 6 75 sports saloon, 1939, £445; Delage D 6 75 drop head foursome, 1936, £395.

FRASER NASH 1100 cc, 1952, £175; Fraser Nash chain-gang AED Meadows, 1954, £260.

FIAT 1100 sports saloon, 1950, £245; Ford V 8 model 78 drop head coupe, 1937, £175.

H. H. 1100 2-seater, 1947, £395; Healey 2 1/2-litre 4-seater, 1948, £425.

RALEY 2 1/2-litre Duncan sports saloon, 1952, £595; Jaguar XK120 detachable hard top, 1951, £925.

JAGUAR 5.5 100 3/4 Comp. 2-seater, 36/9, 3 from 1951; Jaguar 2 1/2-litre sports saloon, 1936, £195.

JAGUAR 3 1/2-litre drop head foursome, 1938, £445; Jaguar 3 1/2 d/h foursome, 1938 (2), from £225.

ASERATI 2.8 Remo 4CLT 1 1/2-litre supercharged, ready for racing, 1949, £395.

ASERATI 2.9 Grand Prix road car, ex-Crompton, £445; Morgan 4/4 10hp 2-seater, 1939, £265.

MERCEDES-BENZ type 170V drop head coupe, 1938, £225; 500 K type B cabriolet, 1937, £335.

M.G.—See large selection under M.G. column; also spares and service.

Riley—See large selection under Riley column; also spares and service.

ROLLS-ROYCE Phantom II Hooper owner-driver sports saloon, with boot, 1932, £395.

ROLLS-ROYCE 20/25 Window saloon, 1933, £375; Rolls-Royce 20/25 Ranelagh saloon, 1933, £445.

ROLLS-ROYCE 20 F/h Park Ward coupe, 1938, £195; Raiton Straight 8 coupe, 1936, £295.

SUNBEAM-TALBOT 20 8hp head foursome, 1950, £575; Volkswagen standard saloon, 1947, £265.

UNIVERSALLY acclaimed the finest sports car selection in the country.—Please write for illustrated 10-page list.

PERFORMANCE CARS Annex:—

ALVIS Speed 20 tourer 1934, £145; Alvis Speed 20 tourer, 1932, £95; Alvis 12 Firefly coupe, 1933, £145.

ALVIS 17hp Crested Eagle saloon, 1938, £95; Austin 10 saloon, 1935, £45.

BENTLEY 3 1/2-litre Red Label 2-seater, 1925, £145; Bentley Red Label 2-seater, 1925, £95.

BENTLEY Blue Label 4-seater tourer, 1936, £145; Delage D 8 fixed head coupe, 1936, £105.

FORD V 8 model 81A saloon, 1938, £145; Hotchkiss 24hp Tickford coupe, 1931, £85.

ACORDA 3-litre d/h foursome, 1951, £75; Jaguar 1 1/2-litre saloon, 1938, £145.

MERCEDES-BENZ 2-litre cabriolet, 1934, £145; M.G. 2-litre, drop head foursome, 1936, £145.

ROLLS-ROYCE Phantom II, 1938, £125; Riley 1 1/2-litre Falcor saloon, 1935, £175.

ROVER 12 sports saloon, 1935, £135; Rolls-Royce 20 tourer, 1922, £55.

STATION Strath 8 coupe, 1936, £85; Studebaker 26hp coupe, 1936, £125.

SINGER 9 L.M. 2-seater, 1935, £135; Triumph 14hp Delomote saloon, 1937, £145.

TALBOT 110 drop head foursome, 1936, £145; Wolsley 12 Hornet tourer 1954, £95.

PERFORMANCE CARS ANNEX:— Windmill Rd., Brentford, Middlesex. Basing 8841. (C5041)

FIAT 1100 April 1949 saloon, one owner, showroom condition; £475.—G. V. Rushmer, 39, Holland Park, W.11. Park 5731. (C5061)

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SPORTS CARS

CHIPSTEAD MOTORS, Ltd. offer mostly reconditioned and in showroom condition:—
A C. 198, 1941 3-cylinder four-speed road head engine, 1941 blue with new plastic sea her hood, immaculate; £425.
A LVIS Speed 25 (Dec., 1939) sports saloon, dual exhausts, just restored, etc., brakes relined, steering reconditioned, etc., etc.; specimen; £545.
A LVIS Speed 20 1934 V.D.P. sports 4-seater, exceptional condition; £285.
D LAGIE D6 70 1938 streamlined saloon, recellulosed, chrome, reconditioned engine, brakes, steering, clutch etc., etc., just fitted; total box, specimen; £475.
D ELAHAYE 1935M, 1939 model, fitted reconditioned Leyland engine, completely overhauled gear box, clutch, brakes, steering, etc., Chaproz 2-door fixed head coupe, blue/black; £575.
L E MANS Fraser Nash—See under "Racing Car" column.
C TYPE Jaguar racing—See under "Racing Car" column.
100 Competition 2-seater Jaguar, specially built by Henrys and reg. 1949 new engine and XK120 gear box, terrific performance, probably one of the best in the country; ready shortly.
W and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London S.W.3. Fax: 0189 005-7553. (1046)

£125 o.n.o.—2½-litre S.S. drop head, fast, smart, 25 mpg, new tyres, hood, batteries, taxed; £1477

£325—Allard saloon, 1949, excellent condition, recent new engine, good tyres, battery, superb performance, taxed; also

£150—Ardun-Mercury engine, 1600hp, reconditioned as new, all auxiliaries including Scintilla Vertex, dynamo, starter, 3 branch exhaust system, examination welcomed; accept £425 for the lot.—2, Ashbourne Rd., Derby 47059.

A LVIS Speed 20 Young saloon, engine reconditioned, 14 transmission, brakes and tyres good, sound and fast; £200.—Stone, Elm Hall, Stansfeld, Sudbury, Suffolk.

C HILFERN CARS offer: Bentley, B.M.W., B.I.C., Hotchkiss, H.R.O., Lagonda, M.G., Morris, Ralston, Riley and Talbot; terms, exchanges; 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 5080. (1045)

TRIUMPH Gloria 10.5hp open 4-seater, resprayed blue, new upholstery, reconditioned engine, new hood, four new tyres for Windtones, P.V. road, superb condition throughout; £185, o.n.o.—Valley End House, Chobham, Surrey. After 7.30 or week-ends. Tel. Chobham 80. (1646)

JOHNSON & BROWN offer 1947 M.G. T.C. Midget, £350; 1947 H.R.O. Aerodynamic 1½-litre, £455; Rolls-Royce P.1 7-seater, £135; Bentley Speed 6 shooting brake, £125; Rolls-Royce P.2 sedan, by Blinder, £275; 3½-litre Jaguar 1938, 41,000 miles, £285; Ringers, R.D., Bromley, Kent (30 mins. Victoria). Ravensbourne 6479 and 2322. (C2073)

1931 Bentley 4½ drop head coupe in exceptional mechanical condition, taxed, £145; 1934 Alvis Speed 20 drop head coupe, enthusiast maintained, taxed, £250; 1935 Alvis Speed 20 4-seater tourer in exceptional condition; £195; 1936 Sunbeam 5-litre saloon, taxed, £251; Talbot 105 saloon, 1975; 1938 S.S. 100 3½-litre, superb, £475; Alfa Zagato blown, £500, £265.—Automo. Ltd., 229, West End Lane, N.W.6. Hampstead 3430. (1618)

Sports Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041 (W4018/R)

WANTED—a Triumph Roadster or good drop head, no dealers.—Box 5098.

BARTLETT will pay more for good sports cars.—279, Farnbridge Villas, W.11. Baywater 0258. (W1013)

PERFORMANCE CARS—S.O.S. Stock sinking rapidly; sports cars wanted desperately for cash.—Great West Rd., Brentford, Middlesex. Calling 8841. (W3041)

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Automotors, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 6436. (0755/R)

STANDARD 8

COACHCRAFT offer:—

£250—1946 (August) Standard 8 sliding head saloon de luxe, blue upholstery, a particularly well-kept car, just fitted with works replacement engine, all good tyres, original throughout, coachwork and interior completely rust free and very clean indeed, 3 months mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Epsom, Tel. 6539. (C1053)

£299—1948 Standard 8 sports tourer, specimen as new condition; absolute gift.—Below.

£255—1946 Standard 8 sports tourer, carefully used; choice of two; 3 months guarantee; hire purchase, exchanges.

L AMBS OF WOOD GREEN, Finchley Showrooms: 421-423, High Rd., Finchley, N.12. Finchley 6221. (C2052)

1946 Standard saloon, excellent condition, three months guarantee.—A.Z. Motors, Palmerton Rd., N.W.6. Mar. 2723. (C1011)

1954 Standard 8 saloon, immaculate, guaranteed, £470.—Coventry & Jeffs, Ltd., Bristol 2091.

1948 Standard 8 saloon, grey/blue; £325.—Halls Mews, S.W.7. Fro. 1519. (C4058)

1948 Standard 8 saloon, grey/blue; £325.—Halls Mews, S.W.7. Fro. 1519. (C4058)

1947 Standard 8 2-door saloon, black and brown, well maintained; £275.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (C2011)

1946 (Oct.) Standard 8hp tourer, black, new hood, one owner, exceptional condition; £285.—H. A. Saunders Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. (C4040)

165—Standard 8 1939 saloon, black, 1939 upholstery, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (C4018)

R ICHARDS & CARR buy Standard 8, 1953-4, -35, Kinnerton St., London, S.W.1. Sloane 5424. (W3045)

STANDARD 10

STANDARD 10, excellent condition, 1938; £150.—Dr. Cartledge, East. 992. (1254)

STANDARD 12

1947 Standard 12 black saloon, one owner; £375.—Hendon 3359 and 8460. (1608)

295—Standard 12, October 1947 de luxe saloon, grey, sliding head, blue leather, very good condition; terms, exchanges.—Rowland Smith—Below.

225—Standard Flying 12, 1939 de luxe saloon, sliding head, leather, l.f.s., very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (C4018)

£225—1939 Standard 12 drop head coupe, excellent condition throughout; terms.—Autotips, 5, Belham High Rd., Balham 1509. (C1009/1)

£165—1937 Standard Flying 12 saloon, grey with blue leather, very nice condition; terms.—Autotips, 5, Belham High Rd., Balham 1509. (C1009)

1948 Standard 12 saloon, exceptional order; £380. Smith & Hunter, Ltd., 376, Kensington High St., W.14. Western 2713. (C4019)

£85—1936 Standard Flying 12 saloon, runs very well, body a little shabby; £45 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 5490. (C1024)

£222—1938/9 Standard 12 de luxe saloon, with modern shape, this vehicle is undoubtedly specimen condition, looks and runs like post-war model; 3 months guarantee; hire purchase, exchanges.

L AMBS OF WOOD GREEN, Finchley Showrooms: 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

STANDARD 14

STANDARD 14hp de luxe touring saloon (1939), black, overhauled; £225.—Worthing 6123. (1461)

£365—Standard 14 1947 d/h coupe, engine just reconditioned, excellent new hood good cellulose many others.

B ENMOTORS, 1, Clarendon Rd., Holland Park, W.11. Park 5066-7 (50yds Holland Park Tube); exchanges, h.p. (C1017)

1948 Standard 14, on owner, immaculate; £365.—Jack Pozner (Autos), 335 Hendon Way, N.W.4. Hendon 1423-4. (C3063)

345—Standard 14 late 1947 de luxe saloon, sliding head, leather, excellent condition, choice of 3 Standard 14s, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1937 Standard Flying 14hp 4-door saloon, clean original car, in excellent order, regularly serviced, many extras; £175 or £265 deposit, balance over 12 months; exchanges, insurance; 50 cars always in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, W.15. Tel. Tulse Hill 7106. (195 bus from Stockwell Tube Station passes the door). (C4071)

STANDARD VANGUARD

A LWAYS

STANDARD Vanguards. A selection with a written guarantee and free after sales service at

N ATYOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252 (13022)

C AR MART, Ltd.

1951 Standard Vanguard saloon, heater (overdrive); £555. Car Mart, 371, Euston Road, N.W.1. Euston 1212. (C3065)

A UTOMOBILIA, Ltd., offer:—

1950 Standard Vanguard 4-door de luxe saloon, metallic green, grey leather, low mileage, excellent condition; £465.—Automobil, Ltd., Pippinbrook Garage, Dorking 4304. (C1089)

P HILIP RICHARDS, Ltd., offer:—

1949 Standard Vanguard saloon, one owner, green, leather, heater, part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (C3051)

G UY SALMON AUTOMOBILES offer:—

1952 Standard Vanguard estate car, 23,000 miles, comet blue/blue upholstery, heater, excellent condition; £685.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

B ERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1953 P11 Vanguard, black, heater, Vynide; £675.

1953 P11 Vanguard, black, heater, loose covers; £675.—Below.

B ERKELEY Sq., W.1. Gros. 4343. (1513)

H AROLD SIMONS, Ltd., offer 1952 4-door Estate; see under "Utilities". (C3065)

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1949 30 Standard Vanguard estate car, finished in green, red leather, excellent condition throughout; £495. (C1001)

1950 Standard Vanguard, silver grey with red leather, low mileage; £495. (C4064)

STANDARD 1955 Vanguard, leather, heater, 8,000 miles, as new; £525.—Rushmore, 39, Holland Park W.11, Park 5731. (C3061)

V ANGUARD 1953 Phase II grey, red upholstery, heater, 6,000 miles, one owner immaculate unmarked condition; £475.—Below.

V ANGUARD 1951, maroon, one owner, most carefully used, taxed, deferred; £495.

K J MOTORS, Ltd., Widmore Rd., Bromley, Ravensbourne 3456. (13040)

£425—Standard Vanguard, 1949, a really exceptional car mechanically, leather interior, many others.

B ENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube); exchanges, h.p. (C1017)

1952 (August) Vanguard saloon, Comet blue, radio and heater, 2,400 miles only, as new; £665.—Robbins, East Putney, Tel. 4581. (13010)

1949 Vanguard, reconditioned engine, one owner, radio, heater; £375.—Richardson & Carr 55 Kinnerton St., London, S.W.1. Sloane 5424. (C5045)

STANDARD VANGUARD

1952 Standard Vanguard saloon, Comet blue, red interior, fitted heater, one of the best examples offered; £525.—Below:—

1949 Standard Vanguard saloon, black, fitted heater and radio, immaculate condition; £425.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Baywater 0085. (C1065)

1950 Vanguard utility, guaranteed; £345.—payments, Oldfield, 386, Kensington High St., W.14. Wes. 6631. (C3029)

1953 Phase I Vanguard, leather, heater, overdrive, screen washers, underseal, one owner; £645.—Hatch End 4444. (1542)

1950 Vanguard saloon, black, one owner, excellent condition; £455.—Jacquer, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C4045)

1952 Standard Vanguard saloon, one owner since new, grey with red interior, 12,000 miles only, beautiful condition in all respects; £540.—Below.

1949 Standard Vanguard Utility, grey, excellent condition; £375.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. (C2019)

V ANGUARD (Dec., '49), with heater, radio, for private sale; £360 or best offer; the car is in very good condition; inspection is invited.—Box 5014, 17, Bruton Place, London, W.1. Tel. Mayfair 4576. (1324)

WORKS mileage, April 1954, Standard Vanguard, leather, Carion's Car (London) Ltd., one owner, mileage 20,000, excellent condition; £485.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7753. (1582)

1952 miles, black and red, absolutely as new; £565.—Ailley & Bernard, Ltd., 372, Kinross Rd., Chelsea, S.W.3. F. 7345. (1577)

A RCHIE SIMONS & Co., Ltd.—1951 Standard Vanguard saloon, grey, red leather, nominal mileage, one careful owner; £485.—94, Gt. Portland St., W.1. Lang. 1343. (1582)

1951 series Vanguard saloon in maroon, fawn hide, interior, heater, low mileage, exceptional condition; £460; consider part exchange.—34, Offington, Maldenhead, Tel. Swanscombe 649.

M AYFAIR GARAGES, Ltd.—June, 1951 Vanguard de luxe 4-door estate car, grey with red upholstery, l.h. drive, one careful owner, almost new appearance, guaranteed; £495, below.

M AYFAIR GARAGES, Ltd.—July, 1950 Vanguard de luxe saloon, radio and heater, grey with grey leather interior, 278 worth of extra 19,000 miles, almost new tyres, very smart and roomy car with outstanding road performance, guaranteed; £475.—Balderton St. (Opp Selfridges clock), Mayfair, W.1. Mayfair 515-5. (1582)

1954 Standard Vanguard for immediate delivery, black and red, heater, 150 m.p.h., unregistered.—R. S. Mead (Sales), Ltd., 42, Queen St., Maldenhead 3431-2. (C2011)

1952 Standard Vanguard saloon, dark green, beige leather, one owner, 9,000 miles, heater, as new; £590.—Trinity Cars, Ltd., 94, North Wandsworth Common, S.W.18. Vandyke 1166. (C4054)

1952 Standard Vanguard saloon, Comet blue, red interior fitted heater, one of the best examples offered; £565.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Baywater 0085. (C1065)

1952 Standard Vanguard saloon, 16,000 miles only; £595.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Leinster Square Tube Station. Temple Bar 5588. (C1027)

1953 Standard Vanguard Phase II saloon, 22,000 miles, superb condition left-hand drive, £550.—Herman Solomon & Sons, High St., Camberley, Surrey, Tel. 2000. (1256)

1952 (July) Standard Vanguard saloon, finished in comet blue with blue leather, one careful owner, under 19,000 miles, excellent condition throughout and recommended at £575.

M OOR GARAGE, Romsey Rd., Cadnam, Hants. Tel. Cadnam 3501. (C3069)

1951 heater, radio screen washer, seat and floor covers, spot light; £645.—Hillingdon Motors, Ltd., 335-7, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 6588. (C2062)

£535—1952 Standard Vanguard saloon, one owner, fitted radio and heater, black and red leather, low mileage, unmarked specimen, excellent value, fully guaranteed in writing; hire purchase part exchange welcomed.

N ORTHOR MOTOR CARS OF HARROW, 186-194, Pioneer N. Rd., Harrow 4444. (C3025)

P RIDE & CLARKE, Ltd.—1952 Standard Vanguard saloon silver grey/grey (heater, radio), black red (heater), choice two, £325; 1951 black red, blue/red, blue/blue, black/brown, heater; choice five from £450; three months guarantee; terms, exchanges, lists.—136, Stockwell Rd., S.W.3. Brixton 6251. (C3060)

Standard Vanguard Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham 6041 (W4018/R)

T OP price paid for Vanguard or similar type car, in cash or privately.—34, Strathain Hill, S.W.2. Tulse Hill 2676. (W3016)

STANDARD MISCELLANEOUS

C ARS AUTO SALES, Ltd., Standard House, South End Croydon, Cto. 6008.—Standard and Triumph Main Distributors in areas of Surrey and Kent, 1063 R

Standard Miscellaneous Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham 6041 (W4018/R)

M ARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.13. (1014/R)

Standard Spares and Service

L ARGE stocks of Standard spares and replacement units.—John Kaye (Leeds) Ltd., New York Rd., Leeds 2, Tel. 59459.

STANDARD spares all models from 1935, replacement units, complete overhauls, recellulosing.—Pittcock, Ltd., Alexandra Terrace, Gaisford, Tel. 3123. (1224)

M ARGATE, Kent.—Service and spares for all models. —Post enquiries to Northdown Motor Co. (Dis-tributors), Northdown Rd., Margate. Tel. Thet 20465. (1450)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Spares and Service
STANDARD spares all models from 1954 by return of post; genuine factory replacement engines, 1938 onwards; quote commission number when ordering.
W WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby, Tel. 5486. [0475/R]
STANDARD spares for all models, largest provision of stockists—Hollingshead Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0559/R]
L ANKSTER INC. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; phone, write or call; orders dispatched immediately.—35-43, Eden St., Kingston Kin 3151-4. [0286/R]
H ALLS (FINCHLEY), Ltd., have a comprehensive range of standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Gilring and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5906/9. [0002/R]

STUDEBAKER
H ERULES diesel engine Studebaker President, 1938, overdrive, nearest £400.—104, Willoughby Rd., Langley, Bucks. [1412]
1951 right-hand drive, free wheel, high top, manual change with accelerator pedal change to low top for passing, radio, heaters, etc.—Owner, Coppell Hall, Camberley, Tel. 1428. [1840]
1953 Studebaker Champion 2-door Farina-type super streamline saloon, automatic drive, 700 miles only, all extras, absolutely brand new.—Taylor & Crawley, Hyde Park Corner, 35, Grosvenor Crescent Mews, E.W.1. Sloane 5515. [03036]

Studebaker Spares and Service
C OMPLETE CAR SERVICE, Ltd.—Sunbeam spares service.—Leatherhead Service Station, Leatherhead, Surrey, Tel. 3045. [0515/R]

SUNBEAM-TALBOT
W HAROLD PERRY, Ltd., 275, Baldaire Lane, N. Finchley, N.12. Tel. Hillside 4444 offer:—
1950 Sunbeam-Talbot 90 convertible coupe, one owner, 33,000 miles, thoroughly recommended. £235. [1412]
W HAROLD PERRY, Ltd., 275, Baldaire Lane, N. Finchley, N.12. Tel. Hillside 4444. [03042]
S LOOMBES, Ltd., offer:—
SUNBEAM-TALBOT 10, 1947, open fourseater, in immaculate black, very nice order throughout; £395; with three months guarantee.
EXCHANGES and terms if desired.

A & R.A.C. inspection welcomed.—Sloombes, Ltd., 38-52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869, adjacent Dollis Hill Underground Station. [C4017]
E LITE MOTORS offer:—
1947 (October) Sunbeam-Talbot 10hp 4-seater tourer, black cellulose, two owners since new, moderate mileage, excellent chassis, really good example of his popular model; £365.
E LITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). [C2005]
T OM GARNER, Ltd., offer:—
'53 Sunbeam-Talbot 90 Mark IIA saloon, gun with red leather, heater, radio, 9,000 miles only; £395.
T OM GARNER, Ltd., 10/12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]
E LM AUTOSALES offer:—

1948 Sunbeam-Talbot 10 tourer, metallic grey, in really excellent order, a most attractive car; £399.—Elm Autosales, 69, Hatfield Rd., Wimbledon, S.W.19. Wimbledon 4925. [C2067]
R F. FUGGLE, Ltd., offer:—
1953 Mk. IIA Sunbeam-Talbot 90 saloon, heater, radio, 5,400 miles; £395.
1952 Mk. I Sunbeam-Talbot 90 saloon, heater, radio, 14,700 miles, one owner, supplied and serviced by us since new; £395.—Fuggle, Bushey Heath, Herts., Tel. 1688. [C2017]
A UTOBILIA, Ltd., offer:—
1950 (regd. 1949) Sunbeam-Talbot 80 4-door de luxe sunshine saloon, satin bronze, red leather, one owner, low mileage, exceptional condition; £375.—Autobilia, Ltd., Pippbrook Garage, Dorking 4304, 3591. [C1089/1]
A UTOBILIA, Ltd., offer:—
1950 (regd. 1949) Sunbeam-Talbot 90 4-door de luxe sunshine saloon, black, brown hide, radio, heater, excellent condition; £375.—Autobilia, Ltd., Pippbrook Garage, Dorking 4304, 3591. [C1089]

K NIGHTSBRIDGE MOTORS, Ltd., offer:—
1953 (August) Sunbeam-Talbot Alpine, 7,000 miles, new condition; £1,085.
J Roberts Mews, Lovelace Place, Belgrave Square, S.W.1. Sloane 4066. [C2063]
S AUL & SLATER, Ltd., offer:—
1950 (Dec.) Sunbeam-Talbot 80 coupe, finished in green, one owner, 17,000 miles only, extremely well kept; £395.—44-46, Alderman's Hill, N.15 Palmers Green 3631. [C4002]
H ENDON CENTRAL GARAGE, Ltd., offer:—
1950 series Sunbeam-Talbot 90 saloon, fitted radio, heater and taxed, in very nice condition; £550.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]
1953 Sunbeam-Talbot drop head coupe, 4,000 miles; £1,025.
1952 Sunbeam-Talbot drop head coupe, black; £825.
1951 Sunbeam-Talbot saloon, grey; £725.

G ORDON CARS (LONDON) Ltd., 373, Euston Rd., London, N.W.1. Bus. 6611. [C2023]
1950 Sunbeam-Talbot 90 saloon, black/beige, radio and heater, beautiful condition; £395.—Hatch End 4444.
SUNBEAM-TALBOT 90 1949 saloon, black, brown leather, five speed, since new, economical; £525.—Hillwood Motors, Mill Hill 4232. [1601]
1950 Sunbeam-Talbot 90 saloon, black/red leather, heater, undersaleed, all extras, immaculate condition, taxed and insured.—Box 5016. [1526]

SUNBEAM-TALBOT
P HENIX MOTOR CO. (SURREY), Ltd., for all Rootes Group produce, specialists in purchase and sale of GUARANTEED used Sunbeam-Talbots.
A SELECTION from our stock:—

1951 (July) Sunbeam-Talbot 90 saloon, Mark II, finished in black with red leather upholstery, 24,000 miles only, fitted Rootes heater and 10 above room condition throughout; £725.
1951 (June) Sunbeam-Talbot 90 saloon, Mark II, colour blue, beige leather interior, 23,000 miles, fitted Rootes heater, wing mirrors, overriders, etc.; the condition of this car is commensurate with less than half the recorded mileage; £715.
H IRE purchase facilities and your car wanted in part exchange for any new or used vehicle.
P HENIX MOTOR COMPANY (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. [C3044]
1121.

E XCHANGE 1951 Sunbeam-Talbot 90 Mark II saloon for d.h. coupe or roomier car; sell £625.—45, Shirehall Park, N.W.4. Hendon 1648. [1351]
1950 Sunbeam-Talbot saloon, 90, black, red leather, 16,000; any trial, one owner; £575.—Reigate 5035. [1440]
1950 Sunbeam-Talbot 80 drop head coupe, £565.—P. H. Ltd., 69, Broadway, Wimbledon. [C1077]
S.W.19. Liberty 3456.
1946 Sunbeam-Talbot tourer, grey, excellent condition; £535.—R. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040]
SUNBEAM-TALBOT 10hp sports saloon (1948), silver grey, loose covers, beautiful condition; £425 o.n.o.—Worthing 6123. [1490]
1952 Sunbeam-Talbot saloon, grey, radio; £775.—Stratford, Ltd., 40, Berkley St., W.1. Mayfair 4404. [C4022]

1950 90 sunshine saloon, satin bronze, H.M.V. radio, new tyres, loose covers, exceptional clean car; £585.—Campbell Symonds, Wembley 6262. [C1037]
A RCHIE ST. ONS & Co., Ltd.—1950 (Dec.) Sunbeam-Talbot 90 h. coupe, 1951, 4511, nominal mileage, one owner since new; £575.—94, Ct. Portland St., W.1. Lan. 1343. [C4013]
1940 Sunbeam-Talbot 20 saloon, exceptional condition, real opportunity to secure pedigree car at bargain figure £275!!!—A.S. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011]
£695 within the year, extremely good condition, attractive pastel finish, excellent tyres, unrepeatable value.
£645!!!—1951 Mark II 90 saloon with heater, radio, screen-washers, smart metallic bronze finish with red leather, one previous owner; choice of six other Mark II saloons and coupes.
£895!!!—1953 Mark IIA 90 saloon, practically indistinguishable from brand new, nominal mileage.

£395!!!—1947 10hp sports saloon, compact and graceful looking car, one previous owner; outstanding performance.
C AMDEN MOTORS, Leighton Buzzard 2041. [C1055]
1951 Sunbeam-Talbot Mark II, gunmetal, radio, heater, spot lamp, etc., the perfect motor car; £650.—Ruffell's Motors, 185, High St., Wealdstone, Barrow 6421. [1365]
1948 (Feb.) Sunbeam-Talbot 10hp de luxe saloon, black, perfect throughout; £450.—Gibbins Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. [1432]
1939 Sunbeam-Talbot 10 saloon, choice of two, both in immaculate condition; £225.—Kidd & Cars, Cobden Corner, Sydenham, S.E.26. Sydenham 6129. [C2068]
1953 (April) Sunbeam-Talbot 90 saloon, black leather, one owner; £925.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Freamate 8401. [C4056]
£595!!!—1951 (April) Sunbeam-Talbot 90, metallic blue, well maintained, one owner; exchanges, terms.—Comerfords, Oxford Road, Portsmouth Rd., Thames Ditton, Surrey. Emberbrook 25234. [1360]

1952 Mark II Sunbeam-Talbot saloon, green with red leather, 24,000 miles, 4 new tyres and recent overhaul, heater and screen washers; £700.—priv. owner.—Yates, 15, West Bank, Dorking, Tel. 4286. [1483]
1950 Sunbeam-Talbot 80 drop head coupe, one owner, radio and heater, chauffeur maintained in immaculate condition, guaranteed; £575.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [C4053]
1953 (Nov.) '52 Sunbeam-Talbot saloon, latest type with turbo-disc wheels, black, red leather, mileage 19,000, one owner, taxed year, fitted heater, unmarked and as new; £750 or "hard deposit".—Simn, 13, Bennett Rd., Higher Churnham, Manchester, 8, Tel. 1924 Cheetham Hill. [1527]
1952 Sunbeam-Talbot Mark II saloon, black with beige leather, heater, radio, loose covers, twin spot lamps, 24,000 miles, one owner, quite perfect throughout; £785; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016]

Sunbeam-Talbot Cars Wanted
R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hamstead (Tube). N.W.3. Ham. 6041. [W4018/R]
PRIVATELY owned S.-Talbot 90—5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2768. [W2037]
R ICHARDS & CARB, Sunbeam-Talbot, 35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]
T OP price paid for Sunbeam-Talbot or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]
U RGETLY required, 1949-53 Sunbeam-Talbot 90 or 10 saloons, 1950-53 Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. [19974]

C RIPPES, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Crippes & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham, Tel. 46381. [0465/R]
B IRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot, modern car, required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0069/R]

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hamstead (Tube). N.W.3. Ham. 6041. [W4018/R]
PRIVATELY owned S.-Talbot 90—5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2768. [W2037]
R ICHARDS & CARB, Sunbeam-Talbot, 35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]
T OP price paid for Sunbeam-Talbot or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]
U RGETLY required, 1949-53 Sunbeam-Talbot 90 or 10 saloons, 1950-53 Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. [19974]

C RIPPES, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Crippes & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham, Tel. 46381. [0465/R]
B IRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot, modern car, required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0069/R]

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Sunbeam-Talbot Cars Wanted

R OOTES.
D ISTRIBUTORS.
R EQUIRE modern low-mileage Sunbeam-Talbot cars.
B IRMINGHAM.—Lower Temple St. (Central 8411).
M ANCHESTER.—129, Denagete (Blackfriars 6677).
M AIDSTONE.—(Maidstone 3333).
C ANTERBURY.—(Canterbury 3252).
R OCESTER.—(Chatham 2231).
W ROTHAM Heath.—(Borough Green 4).
R OOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R]

TALBOT
1938 Talbot 10 drop head foursome coupe, recent overhaul, extremely smart; £235.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011]
1938 Talbot 10 drop head coupe, excellent condition all four tyres; £235; terms, exchanges.—R. Rose, The Lynch Garage, Uxbridge, Middx, Tel. Uxbridge 3122 (opp. G.P.O.). [C3055]

Talbot Cars Wanted
R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hamstead (Tube). N.W.3. Ham. 6041. [W4018/R]

Talbot Spares and Service
L ARGE stocks, best and second-hand Talbot spares, 1929-36, included ambulance—Care's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 0132. [0864/R]
J OHN Bland for pre-war Talbot spares and repairs; many spares manufactured including water pumps, water manifolds, oil filters, etc.; exchange service; spind wheel hubs.—27, Southfields Rd., S.W.18. Yandley 1612. [0896/R]

TRIUMPH
D ICKS.
1939 Triumph 14hp coupe, grand condition throughout; £255.
D ICKS CAR SALLES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6886-9. [C1072]
A CRES offer:—
1952 Triumph Renown saloon, grey, with leather upholstery to match, heater, radio, taxed year, indistinguishable from new; £675.
A CRES AUTOS, Ltd., 136/138, Streatham Hill, London, S.W.2. Tulse Hill 1309. [C1002a]

G ATEHOUSE offer:—
1949 (November) Triumph Renown 2000, one owner, 28,000 miles, black, immaculate; £365.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]
E LITE MOTORS offer:—
1951 (September) Triumph Renown saloon, one owner, speedometer reading 20,000 miles, immaculate condition throughout, grey/grey leather interior, fitted with heater, faultless mechanical condition; £555.
1946 Triumph 1800 saloon, black; £395.
1948 Triumph 1800 Roadster in grey; £475.

E LITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). [12005]
B J. HUNTER, Ltd., offer:—
1949 Triumph 2000 Roadster, one careful owner since new; choice of two; £555.
B J. HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2. Tel. Gladstone 6303. [C2040]
S AUL & SLATER, Ltd., offer:—
1952 Triumph Mayflower, one owner, 13,000 miles, grey; £365.—44-46, Alderman's Hill, N.15. Palmers Green 3631. [C4002]
G LANFIELD LAWRENCE offer:—
1948 Triumph 1800 Roadster, black, new tyres, new hood, seat covers, reconditioned engine, magnificent throughout; £499.—407, High Rd., N.12. Finchley 0091. [C2063]
M CKINNON MOTORS, Ltd., offer:—
1949 (May) Triumph 2000 Roadster, grey, leather interior to match, H.M.V. Radiomobile, two owners only, total mileage 34,000, engine de-carbonised, and new rings fitted 1,000 miles ago; £525; part exchanges and gradual confidential payments scheme available.
M CKINNON MOTORS, Ltd., "Langham House," 5, Stalford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020]
W ANSTAD MOTORS, Ltd., offer:—
1951 model Triumph Renown, black with beige upholstery, heater; £570.
W ANSTAD MOTORS, Ltd., 643, Eastern Ave., Ilford, Valentine 1155-6-7. [C4042]
M EES & MEES, Ltd. (Est. 1895) offer:—
1951 (July) Triumph Mayflower de luxe saloon, Comet blue, leather upholstery to match; small mileage, whole car in practically new condition, carefully maintained by late owner; £465.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [C3012]
H ENDON CENTRAL GARAGE, Ltd., offer:—
1952 Triumph Mayflower, low mileage, fitted radio and heater, one owner, as new; £550.—Watford Way, Hendon Central, N.W.4. Hendon 8084-5. [C2034]
D J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—
1949 Triumph razor edge saloon, black, brown interior, one owner, excellent condition throughout; £465.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd. Enfield, Howard 1631. [C4009]
T RUMPH Renown 1951, heater, immaculate; £575.
S COTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100.8676. [W4016]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

NORTHERN MOTORS OF HARROW offer:—

THREE beautiful Triumphs

1952 limousine, fitted overdrive, radio, heater and twin spotlights, one owner, cost nearly £1,600. £725. (C1002)

1951 Renown saloon, fitted heater and spotlight, one owner, interior grey leather just as new, unmarked grey cellulose, £595. (C1003)

1949 2000 roadster, black cellulose, perfect, chrome work unmarked, twin chrome horns, badge cap, a gleaming specimen, £515. (C1004)

All cars fully guaranteed in writing; hire purchase, a part exchange welcomed.

NORTHERN MOTORS OF HARROW, 186-194, Priory Rd., Harrow 4444. (C1002)

MAYFLOWER MOTORS, 108, Watling St., Wick Ave., Edgware, Sto. 6144. (C1003)

JACK ROSE, Ltd., offer 1951 Triumph Renown grey with grey hide, one owner, fitted heater, £595. (C1004)

1952 owner, 14,000 miles; £545—Stafford Rd., Wallington, Surrey. Wallington 5677. (C1005)

TR2 1951 2000, 2,300 only, fitted leather, heater, tonneau cover, as new; £880—Box 5015. (C1006)

1949 Triumph razor-edged saloon, black, unmarked; £485; 3 months' guarantee; terms and conditions. (C1007)

JACK WILLIAMS MOTORS, Ltd., 189, Priory Rd., Harrow, Mountview 5228 and 5774. (C1008)

1952 Triumph Renown limousine, division, overdrive, driven, genuine 6,900 miles, one owner, chauffeur-driven, perfect condition, £750. (C1009)

NORTON (CARDIFF), Ltd., Penarth Rd., Cardiff, Tel. Cardiff 23306. (C1010)

1953 (July) Mayflower, 7,000 miles, light grey, super, condition; £540—Evenings. (C1011)

1949 Triumph 1800 saloon, black, beige interior, completely equipped, including spotlight and radio; £475. (C1012)

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774. (C1013)

ROADSTER 2000, Sept. 1949, genuine mileage 31,500, reg. 2495—Tel. 3281, Duffield, Derbyshire, or Box 5097. (C1014)

1951 Renown just recellulosed black, radio and heater, one owner, reg. 6225—Cambridge, Symonds, Wembley 6262. (C1015)

ROADSTER 2000, late 1949, black, superbly maintained, £525; exchange considered—43, Shirehall Park, N.W.4, Hendon 1642. (C1016)

or best offer for 1952 Triumph Mayflower, excellent condition, metallic grey, leather upholstery, one owner—Box 4971, (Tube). (C1017)

1948 Triumph 1800 saloon, new condition; £485—Autowork, Ltd., Winchester. Tel. Winchester 4834. (C1018)

1950 (May) Triumph 2000 saloon, one owner, mileage 26,000; £555—Basil Rev. Ltd., 161, Great Portland St., W.1, Langham 7733. (C1019)

1946 Triumph Roadster, 1948, fitted heater, radio, twin spotlights, horn, excellent condition, cellulose and mechanical condition; many others. (C1020)

BENMOTORS, 1, Clarendon Rd., Holland Park, W.11, Park 5898. (50 yards Holland Park) (C1021)

Exchanges, h.p. (C1022)

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6068—Standard and Triumph Main Distributors in areas of Surrey and Kent. (C1023)

MAYFAIR COUNTRY CARS—1949 Triumph 2000 Roadster, green, leather, £495; terms, exchanges—7, George Yard, Grosvenor Sq., W.1, Mayfair 0151. (C1024)

1922S—1939 Triumph Dolomite 1½-litre sports saloon, clean good; £75 down—Bray Motors, 180/184, West End Lane, N.W.6, Hampstead 6480. (C1025)

525s—Triumph Mayflower 1952 saloon, heater, one owner, small mileage, exceptional; choice of 3 Mayflowers; terms, exchanges—Rowland Smith, below. (C1026)

395s—Triumph 1800 (December, 1947) roadster coupe, grey, blue leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6261. (C1027)

1953 (May) Mayflower saloon, one private owner, attractive duo-tone finish, heater, as new; £575—Taxi Motors (London) Ltd., 22, Belham Hill, N.4, E. Finchley Station, N.2, Tudor 2301-2. (C1028)

1951 (July) Triumph Renown saloon, grey with beige interior, heater, moderate mileage; £545—R. O. Wimbush, Ltd., 512, Earl Court Rd., S.W.5, Fremantle 8401. (C1029)

1949 Triumph Roadster, one owner since new, brand new engine fitted 3,000 miles as at; £525—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (C1030)

MAYFAIR GARAGES, Ltd.—June, 1949, 2000 Roadster, Triumph green, new hood, first-class condition throughout, guaranteed; £485—Balderton St. (opp. Selfridges clock), Mayfair, W.1, Mayfair 1104-5. (C1031)

£229S—Triumph Dolomite 14/60 sportsman's special 4/5-seater drop head coupe, in magnificent condition throughout, fitted new roof and overhauled complete value £100, whole car outstanding and bargain price—Below. (C1032)

£144—1955 Triumph Gloria 10 sports saloon, excellent vehicle, beautiful bodywork, absolute gift at this price; 3 months guarantee; hire purchase, exchanges. (C1033)

LAMB OF WOOD GREEN, Finchley Showrooms, 421, L 423, High Rd., Finchley, N.12, Finchley 6271. (East Finchley Underground.) (C1034)

TRIUMPH Vitesse saloon 4-cylinder, 13.5hp (1937), genuine mileage under 40,000, original owner, stored 7 years, chauffeur maintained, looks as new; £250—Sa, Black Lion Lane, Hammersmith, Riverside 6250. (C1035)

Triumph Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Triumph—Hampstead (Tube) N.W.3, Ham. 6041. (C1036)

ARSTON MOTOR CO., Ltd., for your Triumph, M. Tel. Sta. 8000—Seven Sisters Rd., Tottenham, N.15. (C1037)

XXX H. P. Edwards offer immediate cash for good Triumph cars—Details please to 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

Triumph Spares and Service

TRIUMPH distributors for spares, service and repairs.
Tel. Lancaster Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames, Kingston 5151. (C1038)

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models—181, Great Portland St., London, W.1, Lan. 7733. (C1039)

LARGE stockists of Triumph spares and replacement units—John Kaye (Leeds), Ltd., New York Rd., Leeds 2, Tel. 29439. (C1040)

TRIUMPH spares for all post-war models; largest provincial stockists—Rollinrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 322). (C1041)

PRE-WAR Triumph guaranteed reconditioned engines, gear boxes, differentials, steering gears, gear cutting specialised machining; most gears for English cars—C. W. Green & Sons, Precision Engineers, Brayford, Lincoln 10984. (C1042)

UTILITY CARS

THE UTILITY VEHICLE CENTRE, offer:—

A LARGE selection of post- and pre-war Utilities, estate cars, station wagons, etc., always in stock; enquiries invited.

100—Great Portland St., London, W.1, Langham 8044-5 (Private Branch Exchange). (C1043)

JACK STONE & SON, offer:—

1949 Vanguard estate car; 1948 A40 Countryman; 1947 Austin 10 5-seater; 1939 Ford V.8 30 7-seater; write for list—221, Upper Richmond Rd., Putney, S.W.15, Tel. 1954-4. (C1044)

HAROLD SIMONS, Ltd., offer:—

1952 Vanguard estate, 4-door, heater, demister, in excellent condition throughout; £675; trade enquiries welcome; 3 months' written guarantee; free service after sale; exchanges, deferred—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at 400th Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53. (C1045)

ROWLAND SMITH'S for utility cars.

395s—Lee-Francis (December, 1948) 14hp 4-door 5-seater shooting brake, natural timber body, removable rear seating, radio, heater, excellent condition; terms, exchanges—Rowland Smith, below.

375s—Jowett Bradford 1952 utility de luxe, Catalina tan, chromium radiator, removable seats, one owner, exceptional; cost £725; terms, exchanges—Rowland Smith, below.

145s—Jeep (Willys), registered December, 1946, natural timber utility body, bench seat, glass all round, rear entrance, spare wheel, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6261. (C1046)

1949 Bradford 10cw utility, 1946-7, attractive order.

£695S—11—Standard Vanguard estate car, 1953 model (late 1952 delivery), nominal mileage.

£650S—11—Austin A40 Countryman, 1951, late registration, Hereford model, heater, etc., most desirable vehicle.

£275S—Ford 10hp Martin Walter Utility, 1948, 5-bank seating folding flat into floor, ideal for personnel transport.

CAMDEN MOTORS, Leighton Buzzard 2041. (C1047)

1951 Austin A40 Countryman; £475—Eds. 264, Banbury Rd., Oxford, Tel. 58602. (C1048)

1948 Morris 2hp Martin Walter Utility, one owner; £325—Peter Quest, Ltd., King's Lynn, Tel. 4129. (C1049)

1948 1½-litre Riley utility, smart appearance, excellent condition; £425; consider exchange—Box 5057. (C1050)

1952 Fordson 10hp Martin Walter 7-seater utility, one owner, fitted with heater, a very nice car; £465. (C1051)

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton, Elmbridge 6785. (C1052)

1954 Volkswagen Microbus (large engine), 4-seater, 200 miles, taxed year; £395—Ralph Beard, East St., Farnham, Tel. 5494, Surrey. (C1053)

1948 Alvis 14 shooting brake with ash body, very attractive vehicle; £450—Cyril Sheppard of Reading. Sonning 2345. (C1054)

AUSTIN 10 utility, sound order, to clear, £125; also 1941 Ford V.8 22 wooden utility; £150—A.Z. Motors, Palmerston Rd., N.W.6, Mal. 4721. (C1055)

1952 Bradford utility, one owner, as new; £225. Exchanges—Northways Motor Exchange, 6225-6. (C1056)

COMMER and Hillman shooting brakes, 4- and 10-seaters, from £250—Lawson-Goodman, 135, Cricklewood Broadway, N.W.2. (C1057)

BRADFORD utilities for sale, serviced by us, main car agents since 1922—Buntins Motor Exchange, Bonnersfield Lane, Harrow, Tel. 6235-6. (C1058)

1949 Standard Vanguard utility, grey, excellent condition; £375—Garage Service Co., Ltd., 1061, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. (C1059)

1951 Austin A70 7-seater utility; £525; 1948 Ford 8 Martin Walter utility; £275; exchanges, terms, exchanges—Russell & Sons, Kensington, W.14, Park 9704 and 5968. (C1060)

1949 Ford 10 Martin Walter Utility, 7 seats, new engine, excellent mechanically taxed; £265; terms, exchanges—Northways Garage, Swiss Cottage, N.W.3, Primrose 1127. (C1061)

1949 Ford 10, handsome two-tone wood utility, coachbuilt, new gear box, clutch, line pins, engine superb, removable rear seats; £345—12, Ashurst Rd., London, N.12, Hill. 6549. (C1062)

NEW Morris high-quality Utilities (10cw, 12-seaters, folding seats, lined interior, car appearance); £616 (tax free); usually from stock; terms, home and export—Tarrant & Fraser, 10, Winchester Mews, N.W.3, Primrose 1159. (C1063)

G. & M. ALFREDS (1956), Ltd., formerly Our Alfreddes—1950 Standard Vanguard Pick-up, privately used, above average condition; 1948 Standard Vanguard estate car, not conversion, above average condition; 1953 Humber Super Snipe Pick-up, as new throughout, built for export only, mileage 15,000—6-7, Warren St., W.1, Euston 3265. (C1064)

UTILITY CARS

1939 Ford 10hp utility vehicle; £225, or hired 36 months (inc. tax and ins.), £10/16/9—The Cooden Engineering Co., Ltd., Cooden, Bexhill-on-Sea, Tel. Cooden 600. (C1065)

ROYS AUTOMOBILES, Ltd., the utility specialists—1951 A40 Countryman, £495; 1948 Minx estate, £585; 1947 Minx estate, £575; another £569; 1946 Ford 8 utility, £235; another £215; 1947 Ford 10 utility, £235; 1947 Bradford utility, £185; 1946 Ford 8 utility, £195; another £190; 1947 Austin 10 utility, £150; 1950 Morris 10 utility, £125; 1935 Ford 5 utility, £75; many others, including numerous vans suitable for conversion; see list column, terms and exchanges—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station), Euston 2700 and 5894. (C1066)

UTILITY CARS WANTED

THE UTILITY VEHICLE CENTRE.

URGENTLY wanted, utilities of all types for cash—100 Great Portland St., London W.1, Langham 6044-5. (C1067)

BEDFORD Dormobile wanted—Motorsists (London), Ltd., East Finchley Station, N.2, Tudor 3201-2. (C1068)

WHY accept less for your utility, estate car or shooting brake when you can get its full market value?

FERRARIS OF CRICKLEWOOD, Ltd., 200, 202, Cricklewood Broadway, N.W.2, Glidstone 1834. (C1069)

ROYS always good buyers of utilities—127, Parkway, N.W.1 (near Camden Town Tube Station), Euston 2700 and 5894. (C1070)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Utilities—Hampstead (Tube), N.W.3, Ham. 6041. (C1071)

VAUXHALL 10

ROYS offer Vauxhall 10 saloon, 1953, magnificent; £450; terms and exchanges—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station), Euston 2700 and 5894. (C1072)

VAUXHALL 12

1948 Vauxhall 12 4-door saloon de luxe, excellent mechanical condition; £595. (C1073)

REG. TIMMS (MOTORS), Ltd., 17-18, High St., Tuddington, Beds. Tel. 371. (C1074)

1947 Vauxhall 12 saloon, excellent; guaranteed; £420; payments—Vauxhall, 17, Ashford, Mews, S.W.7, Fro. 1319. (C1075)

1948 Vauxhall 12 saloon; £425, or hired 36 months (inc. tax and ins., £16/0/3)—The Cooden Engineering Co., Ltd., Cooden, Bexhill-on-Sea, Tel. Cooden 600. (C1076)

VAUXHALL 14

GATEHOUSE offer:—

1948 Vauxhall 14 saloon, black, very clean; £395. Gatehouse Motors, Ltd., Highgate Village, London, N.6, Tel. Mountview 4444. (C1077)

1947 Vauxhall 14, blue, brown leather, excellent condition; £345. (C1078)

MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18, Battersea 5573 and 7875. (C1079)

1939 40 14hp J type saloon, gift; £2251—A. Z. Motors, Palmerston Rd., N.W.6, Mal. 4721. (C1080)

VAUXHALL 37 d/h Telford 14hp, immaculate; £175. Milburn, 14, Caernarvon House, Bishops Cleeve Rd., W.2. (C1081)

VAUXHALL 14 1937, two owners, carefully maintained since new, original car; £195—Hillwood Motors, Mill Hill 4232. (C1082)

1948 Vauxhall 14, exceptional condition; £440. also 1949 Vauxhall 12 saloon; £415—Autowork, Ltd., Winchester, Tel. Winchester 4834. (C1083)

£259—1939 Vauxhall 14 J-type saloon, immaculate, new Q.P. (Bulham), Ltd., 2c, Bulham Hill, S.W.12 (100 yards Clapham South Tube), Bal. 1107-8-9. (C1084)

1948 Vauxhall 14, one owner, many extras, in exceptional condition; £395—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 431-2. (C1085)

1937 Vauxhall 14 D type saloon de luxe, two car unused for the last 12 months, black with red leather; a specimen car at £335. (C1086)

REG. TIMMS (MOTORS), Ltd., 17-18, High St., Tuddington, Beds. Tel. 371. (C1087)

KENTISH & THOMSON, Ltd.—1947 Vauxhall 14hp J type saloon, black with brown leather, fitted with heater, exceptionally fine condition throughout; £375. 554-6, Wickham Rd., Shirley, Croydon, Springpark 3477. (C1088)

£195—11—Vauxhall 14 D.X. model saloon, 1937/8, with original condition bodywork, interior leather like new, whole vehicle the finest and most genuine we have ever had, choice of 2 others from £145; 3 month's guarantee; hire purchase, exchanges. (C1089)

LAMB OF WOOD GREEN, Finchley Showrooms, L 421/423, High Rd., Finchley, N.12, Finchley 6271 (East Finchley Underground.) (C1090)

VAUXHALL WYVERN

ALWAYS

A SELECTION of Vauxhall Wyvern with a written guarantee and free after sales service—125, East Hill, Clapham Junction, S.W.11, Bal. 2292. (C1091)

1952 Vauxhall Wyvern; £265. (C1092)

1951 Vauxhall Wyvern; £255. (C1093)

All the above are one-owner cars and carry our A guarantee; hire purchase and part exchanges welcomed—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C1094)

H. A. SAUNDERS, Ltd., of Worcester. (C1095)

1953 Vauxhall Wyvern saloon, black with brown leather, heater; £265. (C1096)

AUSTIN House, Worcester. Tel. 2366. (C1097)

VAUXHALL Wyvern 1949, heater, good condition; £425—Putney 5530. (C1098)

1949 Vauxhall Wyvern saloon, excellent order throughout; £490; 3 months' guarantee; terms and exchanges. (C1099)

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Harrow, Mountview 5228 and 5774. (C1054)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN

1953-4 (Oct.) black Wyvern, 5,000 miles, also-
lately unmarked, heater, taxed year:
£685; private—Laburnum 4867. (1481)
1950 Vauxhall Wyvern blue, reconditioned engine,
new battery, one owner, exceptional condi-
tion throughout; £485.—Harris, 47, Canelupe Rd.,
Bexhill. (1169)
1953 (Oct.) Vauxhall Wyvern, green, heater, 5,000
miles, one owner, taxed year, as brand new;
£695; terms and exchanges.—Knox Motors,
Regent St., Hinkley, Leics. Tel. Hinkley 558. (1361)

VAUXHALL VELOX

ALWAYS
A SELECTION of Vauxhall Velox with a written
guarantee, free after sales service at
NAYLOR & ROOT, Ltd., 25, East Hill, Clapham
Junction, S.W.11. Batt. 2252. (C3022)
HAROLD SIMONS, Ltd., offer:—

1953 series Velox, 15,000 miles, radio, heater,
screen washer, spotlight, excellent condition
throughout; £695. (C2064)

1953 Velox, one owner, 7,000 miles, as new; £775;
trade enquiries welcomed; 5 months' written
guarantee; free service after sale; exchanges; deferred.
—Harold Simons, Ltd., 37-40, High Rd., East Finch-
ley, N.2 (at North Circular Cross Rd., 3 minutes trolley
East Finchley Tube). Finchley 0058-53. (C4065)

HENDON CENTRAL GARAGE, Ltd., offer:—

1950 Vauxhall Velox, fitted all extras, taxed; £495.
—Watford Way, Hendon Central, N.W.4. Tel.
Hendon 9086. (C2064)

VELUX 1949 model, heater, radio, new engine, 5
new tyres; £445. (C2064)

SCOTT GARG, Finchley Rd., London, N.W.3.
Hampstead 2103/876. (C4016)

£750—Vauxhall Velox saloon, 1953, low mileage,
all extras, including heater and radio.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220,
Cricklewood Broadway, N.W.2. Gladstone 2234. (C2008)

MAY '49 Vauxhall Velox, black, superb appearance;
£395.—Tel. Malmbury 3205. (1476)

1953 (Nov.) Velox, fitted radio, spot, screen
washers, 4,000 miles; £765.—Hatch and 4444. (1540)

1952 (June) Vauxhall Velox, one owner, 6,000
miles, blue, excellent.—Rickford, Ltd. Tern
Bar 3338. (C4049)

1949 Vauxhall Velox, excellent condition; £655.—
Hillingdon Motors, Ltd., 325-7, Long Lane,
Western Av., Hillingdon, Tel. Uxbridge 8568. (C2062)

VAUXHALL Velox saloon, 1950, fitted radio, heater,
spotlights, 22,000 mls., superb specimen, unmarked,
exchanges; £545.—Bat. 4313. (1245)

VAUXHALL Velox March, 1951, heater, anti-roll
bars, etc., tip-top condition throughout; our price
£465; terms or exchanges.—Housley & Mackall, 150
St. Eunthorpe, Tel. 3544. (1508)

1951 Vauxhall Velox saloon, black with brown
upholstery, one owner, excellent condition;
£495.—E.F.S. Motors, Kingston By-Pass, Esher, Tel.
Emberbrook 3000. (C2004)

1950 small mileage, privately owned, outstanding
condition throughout; £475.—Christmas Garage, Wat-
ford 7750. (1505)

1950 Velox, black, radio, heater, one owner, taxed,
excellent condition; £465.—R. S. Mead
(Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maiden-
head 381-2. (C3011)

£485—1950 Vauxhall Velox, fitted radio and
heater, spotlight, black and brown leather,
low mileage, unmarked specimen, fantastic value, fully
guaranteed in writing; hire purchase; part exchange
welcomed. (C3011)

NORTHERN MOTORS OF HARROW, 186-194,
Fincher Rd., Harrow 844. (C3023)

1952 (November) Square engine black Velox, fitted
radio, heater, screen wash, spot light, with
Ace Rimblelins, interlocking mats, Lifeguard tubes,
underside from new, thoroughly recommended and
offered with written guarantee (taxed year); £685.—
J. Mellors, Howe Lane, Oxshill, Barrow-on-Humber,
Lincs. (1474)

XXX 7,182 miles only 1953 (July) Vauxhall
Velox saloon, this absolutely immaculate
one-ownership car is finished in black and chromium
with brown leather upholstery, it has a delightful per-
formance, the appearance is as new and it is offered
at the very attractive price of £775 with guarantee;
terms; exchanges.—H. F. Edwards, 58/30, Upper High
St., Epsom, Surrey. Tel. Epsom 9400. (C2001)

Vauxhall Velox Cars Wanted
TOP price paid for Velox or similar type car; trade
or privately.—54, Streatham Hill, S.W.2. Tulse
Hill 2676. (W3016)

VAUXHALL 25

£295—1940 Vauxhall 25 saloon de luxe, magnifi-
cent condition throughout, carefully used; 3
months' guarantee; hire purchase, exchanges.
LAMBE OF WOOD GREEN, Finchley Showrooms,
421/423, High Rd., Finchley, N.12. Finchley 622.
(East Finchley Underground). (C2052)

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excel-
lent condition, therefore we select only the best
SELUTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4326. (0017/R)

1936 Vauxhall Limousine, 7-seater, good order
throughout; £145, 5 months' guarantee;
terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.,
Hornsey, Mountview 5228 and 5774. (C4254)

HAMILTON MOTORS (LONDON), Ltd., 466/490,
Edgware Rd., London, W.2. Paddington 0022 (12
lines). Vauxhall main dealers.

1939 Vauxhall 14hp, black, brown leather interior,
body condition good, tyres good all round,
mechanically sound; choice of 2; £275.

1939 Vauxhall 10hp saloon, black, green uphol-
stery, body in excellent condition, mechan-
ically sound; £275.

ALWAYS a good selection of used Vauxhalls in
stock; R.M.V. will purchase for cash all Vaux-
hall cars, including latest models. (C2032)

VAUXHALL MISCELLANEOUS

VAUXHALL and other makes of used cars in good
condition; let us know of your requirements. Tel.
Uxbridge 6852-5.—Gregorys, of Uxbridge. (0035/R)

GRAHAM BROTHERS (MOTORS), Ltd., Main
Vauxhall Dealers, 7-15, Peter St., Manchester 2,
for sales service and parts. Depots at: Ashton (Asht-
on 1817), Didsbury (Didsbury 3446), Manchester
(Blackfriars 9897), Stretford (Trafford 5311), Wilms-
low (Wil. 4932). (0263/R)

Vauxhall Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Vauxhall.—Hampstead (Tube), N.W.3.
Ham. 6541. (W4018/R)

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. (0018/R)

ARLINGTON MOTOR Co., Ltd., main dealers, will
purchase post-war Vauxhall cars.—Tel. Walsham
Cros 2760. (0612/R)

VAUXHALL cars, post-war models, urgently required.
—Golly's Garage, Ltd., Earls Court Rd., W.8. (0479/R)

7-SEATER private 1937/38/39 Limousines required,
cash waiting. Alpe & Saunders Ltd., Providence
Court, North Audley Street, Mayfair-S241. (W1006)

XXX H. Edwards offer immediate cash for
good Vauxhall cars.—Details please to 28/
30, Upper High St., Epsom, Surrey. Tel. Epsom 9400.

URGENTLY required, post- and pre-war Vauxhalls,
cash immediately.—Hamilton Motors (Ldn.), Ltd.,
Vauxhall main dealers, 466-490, Edgware Rd., London,
W.2. Call, write or tel. Paddington 0022. (W2032/R)

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged
at manufacturers' repair rates, complete rebuilt
Vauxhall-Bedford electrical components, dynamos,
starters, distributors, etc., exchanged up to 50% man-
ufacturers' list price, radiator, exchange service and all
other repairs to your Vauxhall or Bedford at:—
BEDFORD House, 380-388, London Rd., Croydon.
Tel. Thornton Heath 3276 (14 lines). (0205/R)

KJ MOTORS, Ltd., spares, accessories, reconditioned
units, Perkins diesels.—Bromley, Rav. 3456. (0393)

VETERAN CARS

ROLLS Silver Ghost, 1900, 1911, 1912, 1922, all
restored to original condition, below.

WELHAMS, Veteran Car Specialists, 5, Surbiton Hill
Rd., Surbiton, Elmbridge 1873, buy and sell pre-
1914. (C4070)

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.

THE Volkswagen people, official main distributors; all
spares and fully specialised service, coachbuilding
and painting on premises, open for reception week-
ends; new, used and reconditioned cars available. Tel.
Ripley 2361. (0373/R)

PERFORMANCE CARS, official Volkswagen agents,
new and used models in stock.—Great West Rd.,
Brentford, Middlesex. Ealing 8841. (C3041)

1953 Volkswagen de luxe saloon, very low mileage,
many extras, taxed year; choice of 2, metallic
blue or apple green; £599 each.

THE SERVICE GARAGES, Ltd., 85, East Hill, Col-
chester 2772. (1346)

LARGE stock of second-hand 1953 and 1954 de luxe
saloons, all very low mileage; exchanges, h.p.
available.—Ralph Beard, East St., Farnham, Surrey.
Tel. 5494 day or night. (C1066)

1954 unmarked in every way, heater, large engine
model, colour beige; cost £655; what offers?—Goddard,
Aunston Rd., Tansmore, St. Crich, Sussex. (1295)

V & F MONACO MOTORS, the only Volkswagen
specialists in London, offer you their
unique experience obtained in four years of servicing
and repair of more than 1,000 Volkswagens; we con-
centrate exclusively on the Volkswagens and handle no
other type of car.—Below.

V & F Large selection of used Volkswagens always
available.—Below.

V & F MONACO MOTORS, 3a, Wetherby Mews,
Earls Court, S.W.5. Tel. 4657. (0642/R)

RICHARDS & CARR buy Volkswagens.—35, Kinnerton
St., London S.W.1. Sloane 5424. (W3045)

PERFORMANCE CARS urgently require Volkswagens.
—Great West Rd., Brentford, Middlesex. Ealing
8841. (W3041)

REQUIRED, used sunroof saloon, preferably 1,920cc
engine.—Whitley, 2, Spodforth Hill, Wetherby.
S.W.5. Fro. 4657. (0300/R)

Volkswagen Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey.

GENUINE Volkswagen spares, 24 hour postal service;
all repairs and service.—Tel. Ripley 2361. (0955/R)

V. V. MOTORS, Ltd.

GENUINE spare parts may now be obtained from
sole concessionaries, 79-85, Davies St. (entrance in
Weighhouse St.), Tel. May. 6718. (0647)

VOLKSWAGEN reconditioned engines, spares, service.
—Kays Motors, 78, Norwood High St., S.E.27.
Gipsy Hill 4034. (1257)

MOOONS MOTORS, Ltd., at their Davies Street (May-
fair) 2351 and Dorset House (Weilbeck 7980)
branches have factory trained mechanics and offer you
full service with repairs and parts facilities. (0655/R)

WILLIS-OVERLAND Dealers and Service

JACK OLDING & Co., Ltd., Willis-Overland distribu-
tors for the United Kingdom; service and new cars
available for early delivery.—Audley House, 10, Audley
St., W.1. Mayfair 5252. (S8030/R)

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London
distributors.

1951 Wolseley 6/60 saloon, met. grey, grey
upholstery, 25,000 miles, one owner; £585.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1.
(Mayfair 5951) and 12, Chelsea Manor St., S.W.3.
(Fleming 818). (C4046)

RAYMOND WAY.

RAYMOND WAY at Kilburn.

RAYMOND WAY.—The Hire Purchase specialists.

1949 Wolseley 4/50 saloon, in excellent mechanical
condition throughout, coachwork and interior
beautifully maintained, one fastidious owner only;
choice of 2 others; £469a.

Hences, no formalities or guarantors; part exchange
on your present motor cycle or car; always 200 cars
under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6.
Maida Vale 6044 connecting all branches and de-
partments (Kilburn Park Station, Bakerloo line, 150
yards). (C4047)

CAR MART, Ltd.

1953 Wolseley 4/50 saloon, radio, heater; £795.

1952 Mart, Ltd., 37, Davies St., Grosvenor Sq.,
W.1. Mayfair 5011. (C1089)

AUTOMOBILIA, Ltd., offer:—

1950 Wolseley 6/80 4-door de luxe saloon, black,
brown hide, heater, fog lamp, exceptional
condition; less than half original cost, £495.—Auto-
mobilia, Ltd., Pipbrook Garage, Dorking 4304, 3691.
(C1069)

COLLIVER-FISHER, Ltd., offer:—

1948 Model Wolseley 4 saloon, outstanding spec-
imen; £360.—Northwood, Middx. Tel. North-
wood 777. (3802)

GUY SALMON AUTOMOBILES offer:—

1948 Wolseley 18/85 saloon, black/brown leather,
in most exceptional condition; £450.—Porta-
mouth Rd., Thames Ditton. Emberbrook 5551-2-3. (C4041)

1952 Wolseley 4/50 saloon, as new; £695.

1951 Wolseley 6/80 saloon, 4,000 miles only; £675.

GORDON CARS (LONDON), Ltd., 373, Euston Rd.,
London, N.W.1. Eus. 6611. (C2023)

£395 Wolseley 12 saloon, 1947, black, brown
leather, one owner.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220,
Cricklewood Broadway, N.W.2. Gladstone 2234. (C2008)

WOLSELEY 6/80 saloon, 1953, heater, screen
washers, low mileage, one owner; £695.

GEOFFREY NEWMAN & Co., 369, Euston Rd., London,
N.W.1. Euston 4466. (C3025)

1938 Wolseley 12, in very nice condition through-
out; £195.—Hen. 8902/Col. 7542. (1494)

JACK ROSE, Ltd., offer 1946 Wolseley 18 saloon, clean,
open to any examination; £335.—Stafford Rd., Wal-
lington, Surrey. Wallington 6677. (C3056)

1939 Wolseley 14 saloon, good order throughout;
£295; 3 months' guarantee, terms and ex-
changes.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.,
Hornsey, Mountview 5228 and 5774. (C4254)

1953 Wolseley 6/80 saloon, black; £650.—Strat-
stone, Ltd., 40, Berkeley St., W.1. (May-
fair 4404). (C4022)

BEARTS, of Kingston, Wolseley distributors.—Sales,
spares and repairs.—102, London Rd., Kingston.
Tel. 3348. (0085/R)

1949 Wolseley 4/50, maroon, grey leather, radio,
heater, excellent condition; £450.—Hen.
8902/Col. 7542. (1493)

1947 Wolseley 12 saloon, green, brown leather,
beautiful condition; £395.—L. F. Dove, Ltd.,
69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)

1948 Wolseley 14 saloon, black/brown leather,
beautifully kept car; £425.—L. F. Dove, Ltd.,
69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)

1948 (February) Wolseley 12 saloon, sun roof,
black/brown leather and cloth, radio, excel-
lent condition; £465.—Robbins, East Putney, Tel. 3561.
(S010)

365 m.s.—Wolseley 14/60, 1946 de luxe saloon, black,
sliding head, leather, radio, one careful owner,
excellent condition; terms, exchanges.—Rowland Smith,
below:—

225 m.s.—Wolseley 14/60, 1959 de luxe saloon, slid-
ing head, leather, good condition; choice of 4
Wolseleys; terms, exchanges, list. Open 9-7, weekdays
and Saturdays.—Rowland Smith, Hampstead (Hamp-
stead Tube). Hampstead 6041. (C4018)

1939 Wolseley 10 saloon, has been very carefully
used and is in outstanding condition; £275.—
Kirkdale Cars, Cobbe Corner, Sydenham, S.E.26. Syden-
ham 6129. (C2068)

ARCHIE SIMONS & Co., Ltd.—1951 Wolseley 6/80
saloon, grey leather upholstery to match, fitted
heater and radio, nominal mileage, in excellent
condition in every way; £555.—94, Ot. Portland St.,
W.1. Can. 1543. (C4013)

LIMOUSINES, 1949 25hp, partition, forward seat
saloon, black, 22,000 miles, unblemished, £735.
Another registered 1948, mileage 18,000, privately
chauffeured, £695.—Alpe & Saunders Ltd., Providence
Court, North Audley Street, Mayfair-S241. (C1066)

1950 (March) Wolseley 6/80, black, brown uphol-
stery, heater, windscreen wagner, spotlight,
flashing indicators, engine overhauled, double life
Exide battery, 4 spare tyres (retreads), 26,000 miles,
used only for pleasure by businessman; £570 or offers.
—Box 5028. (1334)

£550—1951 Wolseley 6/80 saloon, Weatherfields
sun roof fitted at cost of £65, thorough over-
hauling including engine, at miles of 2100 by Moss.
Eustace Watkins 3,000 miles ago, black and brown
leather unmarked, fantastic value, fully guaranteed
in writing; hire purchase; part exchange welcomed.

NORTHERN MOTORS OF HARROW, 186-194,
Fincher Rd., Harrow 8444. (C3023)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY
1939 Wolseley 10hp saloon, reconditioned engine, taxed; £275.—Bunting's Motor Exchange, Harrow. Tel. 6235/6. [1530]

1951 Wolseley 6/80 saloon, blue, fitted with heater and spotlights, one owner, excellent condition; £535.—Capital Motors, Tudor Garage, Tottenham Lane, Hornsey, N.4. Mountview 3451. [1539]

WOLSELEY 4/50 Cars Wanted
ROWLAND SMITH'S, the car buyers.—Highest cash prices for Wolseley 4/50.—Hamstead (Tube), N.W.3. Ham. 8041. [W4018/R]

Wolseley Cars Wanted

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ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Wolseley.—Hamstead (Tube), N.W.3, Ham 8041. [W4018/R]

THE CAR MART, Ltd., London, wish to purchase Wolseley cars.—Welsh Harp, Edgware Rd., N.W.9, Hendon 6500. [0721/R]

XXX H. F. Edwards offer immediate cash for good Wolseley cars.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

WOLSELEY Spares and Service
Ltd., 242-246, High St., Euston 3240. [0707/R]

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Wolseley spares, sales and service.—209, Balham High Rd., S.W.17. [0523]

R. HARDY & SON, 55, Marylebone High St., W.1 (Wolbeck 1101).—Service, repairs and spare parts for all 1937 to 1954 models only. [0517/R]

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Plaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277/R]

MISCELLANEOUS CARS

WE have several high-class guaranteed used cars. **TAKEN** in exchange for the new Bentley with automatic drive. **LORHAM'S** Fishergate, Preston. Tel. 4245. [C2064]

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 30 years. [C3010/R]

WEST LONDON MOTOR MART offer a large selection of vehicles mostly under £150, deposit from £25; immediate hire-purchase and insurance facilities. **WEST LONDON MOTOR MART, Ealing Rd.,** Great West Rd., Brentford, Middx. Ealing 8842. [C3041]

MISCELLANEOUS CARS

RAYMOND WAY.

RAYMOND WAY, the hire purchase specialists.

HERE are 5 cast-iron reasons why everybody's going **KILBURN WAY:**

1. 200 used cars under £400 always available.
2. We can quote the most competitive prices obtainable because of our huge turnover.
3. Unequalled hire purchase terms.
4. Satisfactory exchange prices on your car, 3-wheeler or motor cycle.
5. Every machine is plainly marked with price, year and model.—Raymond Way, Canterbury Rd., Kilburn, N.W.6. Maida Vale 5044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [0629/R]

AUSTIN, Wolseley, Rolls-Royce, Buick 7-passenger limousines, not ex-hire cars; h.p. terms and part exchanges.—Lawton-Goodman 135, Cricklewood Broadway, N.W.2. [C2022]

MAKIN & HARRISON OF CHISWICK.—Good selection popular cars; sell or exchange your present car, motor cycle or combination.—422-6, High Rd., W. Chiswick 0558 2619. Open week-days until 7 p.m. (Thursday 1 p.m.). [C3071]

Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices.—Hamstead (Tube), N.W.3. Ham. 8041. [W4018/R]

IF you wish to sell your car for cash, write, phone or call.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [W2023/R]

CASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0624/R]

PRIDE & CLARKE Ltd., the car and motor cycle buyers.—Immediate cash offer any make, year or model; H.P. accounts settled; exchanges.—Write, call or phone Bri. 3008, Stockwell Rd., S.W.9. [0740/R]

PRE or post-war saloon, 10 or 12hp, urgently required for cash; call or phone.—Mac Motors (Surrey), Ltd., 76, Brighton Rd., Surbiton. Elmbridge 3974. [W3012]

STEELE GRIFFITHS, Ltd., will send value to purchase privately owned carefully used cars for their showrooms in London, S.E.5, Hayes, Middlesex, or Newmarket.—Tel. Rodney 2201. [1355]

Miscellaneous Cars Wanted

MAKIN & HARRISON of Chiswick.—London's top price buyers of good 8 and 10hp popular cars; H.P. a/c's settled; exchanges.—422-6, High Rd., W.4. Chiswick 0558 and 2619. Open week-days until 7 p.m. (Thursday 1 p.m.). [W3071]

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 3272. Open 9-6 p.m. each week-day including Saturday. [W3022/R]

AMBULANCES

A **AMBULANCES**, new and used, large selection.—Lawton-Goodman 135, Cricklewood Broadway, N.W.2. [M2022]

1940 Ford V.8 ambulance 30hp, grey, l.h. drive; offers—10, the Secretary, United Leeds Hospitals, Leeds, 1; from whom further details may be obtained. [1356]

1937 Rolls 25-30hp ambulance, immaculate condition throughout, cylinder head needs welding, 3 new tyres, 2 very good, engine perfect apart from head; £175.—Rose, 4, Fairbank, Windhill Cross, Shipley, Yorkshire, Tel. Bradford 81167. [1497]

MOTOR CYCLES FOR SALE

S. A. COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges, hire purchase; contributions for the motor cyclist.—564-568, High Rd., Leyton, E.10. [0541/R]

MOTOR COACHES

1950/51 Morris 16-seater coaches, first-class condition; choice of 4 from £295.—Withams 18, Balham Hill S.W.12. Battersea 3280/3769. [1093]

MOTOR HEARSES

COMPLETE Hearses immediate delivery Austin 16hp, A70, Sheerline, Humber, Rolls, Booklets dispatched. Attention Address!!!

A. L. PE AND SAUNDERS (COACHBUILDERS) LTD. Head Office, Station Approach, Kew Gardens, Richmond, 1161. [1023]

HEARSE, Talbot, 1937, less than 28,000 miles, pre-selector gears; owner retired; photograph; £550.—Reynolds, 5, London Rd., Broad. Gals. [1003]

WOODALL NICHOLSON, Ltd., build the best hearses in the country; second-hand usually in triumph; established 1846.—Well Lane, Halifax, Tel. 4231. [0795/R]

TAXICABS

FOR sale, Austin 12hp taxicabs, 1935-1936-1937; also Austin 16hp engines.—Apply Goode and Cooper, Ltd., 17a, Melbourn Sq., Brixton, S.W.9. Tel. 2711 and 1735. [19008]

This section closes for press at 10.0 a.m. on Fridays

COMMERCIAL VEHICLES

H. BEART & Co., Ltd., offer:—

1950 Austin A40 10cwt van, green, unlettered, very good value at £265.—102, London Rd., Kingston-on-Thames, Kin. 3349. [C1061]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1950 (June) Austin A40 10cwt delivery van, highly recommended; £245.—

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [M4004]

1952 Austin A40 pick-up, maroon, unwritten, one owner, heater, very clean; £365.—Below.

1952 Jovett Bradford 10cwt van, grey, primer, one owner, very economical; £275.—Below.

1947 Bradford 10cwt van, maroon, unwritten, very sound; £185.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1165. [M4034]

NEW TRAMES Swift and 10cwt vans available immediately.

ARTHUR E. GOULD, Ltd., 290-2, Regent St., W.1. Tel. Langham 1594-5. [0102/R]

1949 A40 van, very good mechanically; £300; exchange car.—Tel. Stroud 742. [1459]

1951 Bradford 10cwt van, blue, unwritten; £225.—Bunting's Motor Exchange, Harrow. [1524]

£265—1951-2 Jovett Bradford 10cwt van, privately used, really nice condition; £70 down.

£225—1947 Fordson 10cwt van, in original condition, reconditioned engine, taxed December down.

£150—1946 Austin Swift van, an excellent runner, unwritten; £50 down.

£50—1936 Morris 10cwt van, with windows, running order, taxed, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

BRADFORD vans for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 625/8. [0264/R]

NEW Austin A70 pick-up truck, steel body, ex stock; £6991. Part-exchanges, easy terms.—Sam Robbins, Ltd., The Austin Depot, Coventry. Tel. 63242. [1235]

NEW Ford 10cwt pick-up truck; £425/18/10 ex. wks.—The Goldings Park Motor Co., Ltd., Basingstoke. Tel. 241. [1034]

25 cwt vans, Commer and Morris, 1947/50, excellent condition, one owner, choice of 5; £245.—Withams, 18, Balham Hill, S.W.12. Battersea 3280/3769. [1032]

G&M ALFRED'S (1936), Ltd., formerly Guy Alfreds.—1950 Austin A40 specially built gown Brougham, 1952 condition.—6-7, Warren St., W.1. Euston 3268. [C1005]

1951 Austin 3-way van, one owner, £345. 1939 ford 8 special gown van, £135; 1949 Bradford, £195; 1936 Bedford 8-10cwt, £35; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C1064]

UNDER 4 tons unladen! The new Austin 8, 16ft 6in body length, petrol or diesel, ex stock; terms and part exchange; 2-ton Austin, similar model, 14ft body length.—Sam Robbins, Ltd., The Austin Depot, Coventry, Tel. 63242. [1234]

ROY'S AUTOMOBILES, Ltd., The Light Van and delivery vans, 1946 Ford 15-20cwt, £165; 1946 Ford 8 and 10cwt, £165; 1947-8 Ford 8 and 10cwt, £185; 1947-8 Morris 8 and 10cwt, £195; 1947-8 Austin 8 and 10cwt, £195; 1949 Bradford, £195; 1950 Morris 8, £225; 1951 A70 pick-up, £350; many others including numerous utilities, see that column; terms and exchanges.—Roy's Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3039]

Commercial Vehicles Wanted
ROY'S always good buyers of vans and utilities.—127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3039]

WANTED, A40 van as new; state lowest price only; will collect anywhere immediately.—Jones 112, Chesham Rd., Newport Mon. Tel. 59176. [1401]

NEW & USED CARAVANS, TRAILERS, ETC.

NEW CARAVANS

L **LONDON CARAVAN Co., Ltd.,** one of the world's largest and oldest established distributors and agents for the leading makes of National Caravan Council approved caravans; R.A.C. approved sites at Elstree and Birmington-on-Sea.—If you cannot call, please write or phone for full information now to our head office at Barnet By-Pass, Elstree (1165 and 1364), or Court Road, Canterbury Rd., Birmington-on-Sea (Thames 41857). [0584/R]

ST. ALBANS CARAVAN CENTRE, Ltd., Park St., near St. Albans. Tel. Park Street 2291-2 (on A5).—Agents for Berkeley, Palatin Travelmaster, Alperston, and any known make; also good selection of reconditioned caravans always in stock; call, write or phone. [0545/R]

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MORGAN

PRIDE & CLARKE, Ltd.—Morgan agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664/5. [N3068/R]

BASIL ROY, Ltd., Morgan distributors; full range on view; see and try Morgan fitted with TR2 engine.—161, Gt. Portland Rd., W.1. Leamham 9733. [0510/R]

MORGAN Plus-4 distributors.—1954 2-seater in stock; send a.s.e. for full specification.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2501-2. [N5016]

LATEST Plus 4 drop head coupe in red, immediate delivery of this famous rally winner, cash, exchange or hire purchase.—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. Morecambe 207. [14322]

RAYMOND WAY, the hire purchase specialists, for your new Morgan Plus 4, most models in stock; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044; open 9 to 5 six days a week. [0780/R]

MORRIS

ROWLAND SMITH'S for Morris.

ALL models supplied; part exchanges any distance; A confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube). N.W.5. Hampstead 6041. [N4018]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

MORRIS Oxford for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4009]

PRIDE & CLARKE, Ltd.—Morris agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664/5. [N3068/R]

JACK ROSE, Ltd., offer Morris Oxford, immediate delivery.—High St., Banstead, Surrey. Tel. Burgh Heath 36. [N3056]

LANKESTER ENGINEERING Co., Ltd.—Immediate delivery Cowley van; choice of colour.—39/43, Eden St., Kingston-on-Thames, Tel. Kin. 5151-4. [0864/R]

SMITH & HUNTER, Morris contracting agents; immediate and near delivery; exchanges, deferred terms.—376, Kensington High St., W.8. Western 2312. [N4019]

MEBES & MEBES, Ltd. (Est. 1893), Morris specialists, offer early delivery of most models, including commercial and utility vehicles.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [N5012]

NASH

NASH cars, spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5559. [0562/R]

OLDSMOBILE

DISTRIBUTORS (RAWLWICK), Ltd.—Sales, Service and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 530-1. [0889/R]

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Leamington St., W.1. (Gerrard 8620). Service Workshops and Spare Parts: 7, Pembroke Villas (nr. Westbourne Grove), W.11. (Bayswater 8638-7.) [0297/R]

OPEL

LANCASHIRE and Cheshire distributors for Opel sales service and spares.

GROVEROR RACE, Burnage Lane, Manchester, 18, Rus. 2674-5. [0199/R]

PACKARD

SOLE Concessionaires, Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0730/R]

PARAMOUNT

PARAMOUNT'S new 10hp 4-seater sports roadster, a few available from stock; write for illustrated brochure and arrange for a demonstration; list price £525 plus P.T. £261/10, full details from sole distributors.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [N1055]

PEUGEOT

LANCASHIRE—Distributors for Peugeot cars, early delivery, Sales and Service.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2674-5. [0515/R]

LONDON—Peugeot sales and service.—Witcher & Son, 59, Cadogan Lane, S.W.1. Soane 4126. [0456]

TOM KNOWLES, Sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. [0886/R]

PONTIAC

PONTIAC, U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R]

PORSCHE

SOLE concessionaires for Great Britain, official service and spares.—A.F.N., Ltd., Fulham Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [N2015]

RELIANT

PRIDE & CLARKE, Ltd.—Immediate delivery of the Reliant Regal; exchanges, terms.—153, Stockwell Rd., S.W.9. Brixton 0251. [N3068/R]

WHITBYS OF ACTON, Ltd., Reliant Regal for immediate delivery; exchanges, terms.—873, Acton Vale, London, W.3. She. 5355. [1327]

RAYMOND WAY for your Reliant Regal 3-wheeler, immediate delivery; exchanges, terms.—Kilburn Bridge, N.W.6. Maida Vale 6044. [0778/R]

RENAULT

LONDON—Renault sales and service.—Witcher & Son, 59, Cadogan Lane, S.W.1. Soane 4126. [0457]

A. CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Tel. 481-5-5 offer immediate delivery of Renault 750 saloon, bronze. [N1001]

METROPOLIS GARAGES, Ltd., the Renault distributors for sale, service and spare parts for all models.—1-31, Macles Rd. (Olympia), W.14. She. 5365-6-7. [0777/R]

RAYMOND WAY for four Renault 750 saloon, immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. [0777/R]

AUTO SALES (LONDON), Ltd., are North London distributors of the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—39-63, Beistie Rd., N.W.6. Tel. Mai. 5555. [10110/R]

RILEY

NEW Rileys from stock.

RIPCO, Ltd., 16, Albemarle St., W.1. Hyde Park 2952/3-4. [N3953]

H. BEART & Co., Ltd., offer:—

ONE only, brand new Riley 1½-litre saloon at current list price, full details on request.—108, London Rd., Kingston-on-Thames. Kin. 3346. [N1081]

1½-litre delivery ex stock, one only.—Montrose Motors, Wembley 2636. [0785/R]

SMITH MOTORS, of Dulwich, for Rileys; terms, exchanges.—285, Rye Lane, S.E.13. New X 0465. [0529/R]

PRIDE & CLARKE, Ltd.—Riley agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664/5. [N3068/R]

JOHN S. TRUSCOTT, Ltd., official Riley retailers.—173, Westbourne Grove, W.11. Bay. 4274. [N4095]

F. J. CRANMORE, Ltd., Potters Bar.—1½ Riley, black immediate. Tel. 2040 Potters Bar. [N1065]

IMMEDIATE delivery 1954 Riley 1½-litre, colour black.—Midland Motor Co. (Bedford), Ltd., Tel. 4144. [1302]

NAYLOR & ROOT, Ltd., new 1½ Riley saloon, black with red panels, beige leather, immediate delivery.—25, East Hill, Clapham Junction, S.W.11. Bait. 2250. [12522]

NEW 1½ Riley, cream and black, immediate delivery.—Vanderweil Bros., Ltd., 215, Haverstock Hill, N.W.3. Primrose 4441. [N4037]

MOTORISTS (LONDON), Ltd., for Rileys.—Gt. North Rd., E. Finchley Station, N.2. Tudor 2501-2. [N5016]

NEW 1½-litre Riley, black and maroon, immediate delivery.—H. M. Bentley & Partners, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018]

SOUTHAMPTON—Res Neate Sharnbrook Lane, S. Botley Tel. Botley 132. Early delivery on all models; demonstrations arranged; full dealer demonstrations by appointment. [0950/R]

CLARKE & SIMPSON, Ltd., Riley sales and service, offer immediate delivery of the new 1½-litre in a choice of standard colours, in addition we always have a stock of unpaired cars to enable customers to obtain delivery within 7 days of special colour finishes to their own choice. [N1049]

ROLLS-ROYCE

CAR MART, Ltd.

NEW Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner available for inspection and trial.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 5434. [N1059/R]

DAVID ROSENFELD, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 1-5, Peter St., Manchester. 2.

PHONE: Blackfriars 4943

SERVICE station: Chestham Mill Rd.,

MANCHESTER. 6. Tel. Blackfriars 2308 [0561/R]

RIPON BROS. Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork: Rolls-Royce specialists since 1908.—Rippon Bros. Ltd., Huddersfield 7079 (129 lines). [10249/R]

NEW CARS FOR SALE

ROLLS-ROYCE
GROSE, Ltd., Northampton.
OFFICIAL Rolls-Royce retailers.
SHOWROOMS and service.
MARKFAIR, Northampton. Tel. 4540. [0590/R]

ROVER
HENLYS, England's leading Motor Agents.
ROVER distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297).
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444). [0154/R]

ROVER
DRON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N3023/R]
COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.
AIN agents for South-West Surrey, St. Catherine's Garage, Guildford 52907-8. [0845/R]

H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018]
BEKHILL, F., Dodson, Ltd., Rover distributors, Backville Garage, Middlesex Rd. Tel. 2382/3. [0951/R]
KJ MOTORS, Ltd., N.W. Kent's leading Rover main dealers—Bromley, Rav. 3456. [0287/R]

ROYDON Main Agents, Leathwood's Garages, Ltd., 20, St. James's Rd., Croydon, Tho. 1222. [0063/R]
WORKING and district—Rover sales and service at L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 272. [N1078]
W. T. RICHARDS (BEKLEYHEATH), Ltd., Rover retail dealers; part exchanges—74-78, Broadway, Bekleyheath, Tel. 1666. [0912/R]

NORTHAMPTONSHIRE and North Bucks—Grose, Ltd., Rover distributors and parts service—Main, Northampton, Tel. 4540. [0001/R]
ROSENFELD for Rover distributors for Lancashire and Cheshire—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2, Tel. Blackfriars 4942. [0866/R]
GODFREY HOUGHTON, Ltd., Retail Dealers—Favourable deliveries all models; 93 model from stock sales with service—City Rd., Chester. Tel. 24818. [0705/R]

LAND-ROVER
R. P. POWELL MOTORS, Ltd., East London area R dealers—Enquiries invited—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0532/R]
SIMCA
LONDON, W.1.
See and try the new Simca Aronde; orders accepted for immediate delivery—H. C. Paul, Ltd., 53, Brunton Place, W.1. Mayfair 0521-2. [N3040]

DISTRIBUTORS
CENTRAL and West Surrey.
CLARKE'S OF PIRBRIGHT, Pirbright, Surrey. Brookwood 2201-2. Demonstration car always available. [N1049]
FLAT (ENGLAND), Ltd.
WATER Rd., Wembley. Tel. Perivale 5651.
SOLE Concessionaires

IN Great Britain and Northern Ireland for Simca spares and service Distributors and Dealers throughout the country.
WEST Kent Area Dealers, Mabon's Garage, Ltd., Cranbrook 2252. Enquiries welcomed. [0167/R]
PRIDE & CLARKE, Ltd.—Simca main agents, immediate delivery; exchanges, terms—237, Brixton Hill S.W.2. Tel. 3664/5. [N1068/R]
NEW Simcas, all models, largest selection; distributors—obviously Anthony, Crook Motors, Caterham Hill, Surrey, Tel. 2232/3. [N1063]
H. M. BENTLEY & PARTNERS, Ltd., official retailers for Simca; demonstration car available, early delivery—9, Albemarle St., W.1. Grosvenor 5551. [N1018]

DAVIES MOTORS, Ltd., official distributors; current demonstration car available; immediate deliveries, full service and spares facilities—275, London Rd., Staines, Tel. 4211 (5 lines). [N1080]
SUPERIOR Aronde saloon (2896/9/2), and Chateaux Station Wagon, 1221cc, 35mpg, high speeds, outstanding road holding; terms, exchange, service—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 6159. [0046]

SINGER
THE Singer agents offer immediate delivery of all 1954 models; demonstrations, exchanges; deferred payments.
UTOMENDERS, Ltd., Lowther Garage, London, S.W.13, Riverside 6496. [0757/R]
STANDARD
ROWLAND SMITH'S for Standard.
RANGE of new cars on view.
IMMEDIATE delivery new Vanguard saloon.

PART exchanges, any distance; confidential H.P. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4015]
KJ MOTORS, Ltd.—Renown, T.R.2. Vanguard models, immediate delivery—Bromley, Rav. 3456. [0220]
MOTORISTS (LONDON), Ltd., for Vanguards—41, North Rd., E. Finchley Station, N.2. Tudor 8201-2. [N3018]

STANDARD
SHAW MOTORS, Ltd., of Tooling, offer:—
EARLY delivery of Standard Vanguard and Standard 8 saloons; part exchanges, deferred terms; open day and night—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim. 3031-2. [N4005]
BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot, day and night garage.
BERKELEY Square, London, W.1. Gro. 4343. [0840/R]
CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481-2-3, offer immediate delivery of Standard 8 saloon, blue. [N1002]
STANDARD 8 saloon, immediate delivery—Motourists (London), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018]

STANDARD car specialists in sales and service; deferred terms—Starnes Motors, 103, Crickwood Broadway, London, N.W.2. Gladstone 2480. [0431/R]
W. T. RICHARDS (BEKLEYHEATH), Ltd., Standard and Triumph area dealers; part exchanges—74-78, Broadway, Bekleyheath, Tel. 1666. [0913/R]
CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6086.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0026/R]

PRIDE & CLARKE, Ltd.—Exchanges your car now for a new Standard Vanguard; immediate delivery; terms—237, Brixton Hill, S.W.2. Tel. 3664/5. [N3068/R]
JOHN S. TRUSCOTT, Ltd., official retailers, immediate delivery of Vanguard, early delivery 8hp model—173, Westbourne Grove, W.11. Car. 4274. [N4035]
MAGDALEN MOTORS, Ltd., offer for immediate delivery Vanguard and Standard 8; terms and exchanges—311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 557 and 7679. [N3005]

ERSSKINE, Woking, for all Standard models, choice of colour, delivery from stock; exchange and immediate h.p. terms—S. F. Erskine & Sons, Ltd., Tel. Woking 330. [N2051]
YOU couldn't do better than secure immediate delivery of your new Vanguard saloon, black or dual colour; also Standard 8hp saloons, black or colour; current market value for your present car subject to inspection.
FERRARIS OF CRICKWOOD, Ltd., 200-220, Crickwood Broadway, N.W.2. Gladstone 2234. [N2008]

STANDARD and Triumph (distributors in Surrey, since 1911); immediate delivery Phase II Vanguard saloons, choice of colour; demo. available—Lancaster Engineering Co., Ltd., 34-43, Eden St., Kingston, Tel. Kin. 5151-4. [N3005]
MEERES & MEERES, Ltd. (Est. 1893), Standard specialists, offer immediate delivery of Phase II in black, 8hp model in blue; early delivery of new 10hp and sports models—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [N3012]

STUDEBAKER
STUDEBAKER DISTRIBUTORS, Ltd., 365, Euston Rd., N.W.1. Euston 4444.—Spares for all models. Hawley Cres., Camden Town. Gul. 4141. [0091/R]
SUNBEAM-TALBOT
HENDON CENTRAL GARAGE, Ltd., offer:—
IMMEDIATE delivery new Sunbeam-Talbot Alpine, finished in Alpine mill—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [N2034]
AUTOMOBILE & AIRCRAFT SERVICES, Ltd., 100% Rootes Group Dealers.

NEW Sunbeam Alpine, Coronation red, immediate delivery; price £1,265; equitable h.p. facilities and part exchanges.
MARLBOROUGH Works, Kenton, Tel. Wordsworth 7905 (5 lines). [N1008]
SUNBEAM-TALBOT—Dunham & Haines, offer early delivery of all models—46, Castle St., Luton 2100/1. [N1079]

BRYCE MOTORS, Stratford-on-Avon, Tel. 2700.—Rootes Group main agents Sunbeam-Talbot 90 saloon—immediate delivery. [1292]
ALWAYS prompt and efficient service from the Central London Rootes agents: Sunbeam-Talbots our speciality; immediate attention to your enquiries—Cattermole's (Gages), Ltd., 79/99, Pentonville Rd., N.1. Tel. 1001. [1292]
SUNBEAM-TALBOT—Smith Auto Co., Ltd., main dealers for Rootes Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine—145, London Rd., Croydon. Crordon 460/4632. [0869/R]

SUNBEAM-TALBOT saloons and coupes, immediate delivery; also Alpine sports; exchange and terms; cars prepared for clients returning to England—R. S. Mead (Sales), Ltd., 48, Queen Bk., Maidenhead. Maidenhead 3431-8. [N3011]
TRIUMPH
ROWLAND SMITH'S for Triumph.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]
BERKELEY SQUARE HOUSE GARAGE, Ltd.
OFFER early delivery with service on the spot; day and night garage.
BERKELEY Square, London, W.1. Gro. 4343. [0856/R]

PRIDE & CLARKE, Ltd.—Triumph agents; exchanges, terms—237, Brixton Hill, S.W.2. Tel. 3664/5. [N3068/R]
IMMEDIATE delivery Triumph TR2, blue with grey leather 2661/0/10—Lidderdale Brothers, Stone, Staffs. Tel. Stone 4. [1516]
L. F. DOVE, Ltd., offer immediate delivery of all new Triumph models—69, Broadway, Wimbledon, S.W.19. Tel. Liberty 3456. [N1077]

TRIUMPH
CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6086.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0493/R]
LANKESTER ENGINEERING Co., Ltd., Standard and Triumph distributors; immediate delivery—Renown saloons, choice of colour—39-43, Eden St., Kingston, Tel. Kin. 5151-4. [0893/R]

VAUXHALL
VAUXHALL cars—Shaw & Kilburn, Ltd., Show-rooms—4-6, Berkeley Sq., W.1. Grosvenor 4328.
PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R]
KJ MOTORS, Ltd., main dealers for Bromley, Orpington districts—Bromley, Rav. 3456. [0221/R]
VAUXHALL—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries—Guildford Rd., Woking, Tel. Woking 1282. [N1078]

VOLKSWAGEN
COLBORNE GARAGE, Ltd., Ripley, Surrey.
BUY your new Volkswagen from the original specialists—3rd main distributors; full service facilities—Tel. Ripley 239. [0017/R]
GODFREY HOUGHTON, Ltd.

MAIN dealers Cheshire, Denbighshire and Flintshire; early deliveries all models including commercial and bus models, with after sales service—City Rd., Chester, Tel. 24818. [0706/R]
SUSSEX distributors, Prestwich (Hove), Ltd., St. John's Rd., Hove, Tel. 34037-8. [0190/R]
CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481-2-3, offer immediate delivery of Volkswagen de luxe saloons. [N1001]

CROYDON—H. Harmer Car Sales, Ltd., Area Dealers, 444/8, Brighton Rd., South Croydon. Croydon 6225, Uplands 8629. [0127/R]
EUROPEAN CARS, Ltd., distributors for London and Western districts, immediate delivery, demonstrations; exchanges, terms; also vans, pick-ups and buses. 129-131, Old Brompton Rd., S.W.7. Fre. 3333. [0900/R]
AT your service in South Yorkshire and North Derbyshire—Distributors, J. Gilder & Co., Ltd., Cambridge St., Sheffield, Tel. 26358/9. [0128/R]

WORKING—Your main dealer for this district, sales and service, demonstrations arranged—West Sussex Motor Co., Fordland Rd., Worthing. Tel. 0544/R
YORKSHIRE county distributors can offer early deliveries all models; full spares and service facilities available—Moor-town Garage, Ltd., 358, Harrogate Rd., Leeds, 7. Tel. 685131 (2 lines). [0723/R]
DAVIES MOTORS, Ltd., official distributors; current demonstration car available; immediate deliveries, full service and spares facilities—275, London Rd., Staines, Tel. 4211 (5 lines). [N1080]

**PRIDE & CLARKE, Ltd., South London distributors—immediate delivery all models, choice of colour; demonstrations; exchanges, terms; by return cars available—159, Stockwell Rd., S.W.9. Bri. 6251. [N3068/R]
WILLIAM ARNOLD, Ltd., Volkswagen distributors for 8 Lancs, Cheshire and N. Wales; sales, spares, service; demonstration car available—Upper Brook St., Manchester, 15. Tel. Ardwick 4261-7. [0519/R]
STANDARD saloon, £599/13/4; de luxe £689/12/6; 6579; van, £665; terms, exchange, service—Details why Volkswagens are outstanding from Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 6159. [0041]**

OFFICIAL main dealers of the V.W., Europe's most popular car because of its economy, performance and long life; saloons from £599/13/4, exchanges, terms, demonstrations with pleasure; also pick-ups, buses, vans, completely new standards in transport economy—double the distance at half the cost—Details—
BENMOTORS, 1, Clarendon Rd., London, W.11. (50 yds. Holland Park Tube.) Park 5068. [N1017]

WOLSELEY
EW
EUSTACE WATKINS, Ltd., sole London distributors; early delivery 6/80 and 4/44 models; part exchanges and hire purchase—12, Berkeley St., W.1. (Mayfair 5951). [N4046]
ROWLAND SMITH'S for Wolseley.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]
IMMEDIATE delivery, one only, 6/80 saloon.
BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 5335. [N1063]
PRIDE & CLARKE, Ltd.—Wolseley agents; exchanges, terms—237, Brixton Hill, S.W.2. Tel. 3664/5. [N3068/R]

R. C. WIMBUSH, Ltd., Wolseley stockists; part exchange, H.P. facilities—312, Earia Court Rd., S.W.5. Fremantle 5401. [N4056]
YOU couldn't do better than secure delivery now of your Wolseley 6/80 or 4/44 saloon, current market value for your present car subject to inspection.
FERRARIS OF CRICKWOOD, Ltd., 200-220, Crickwood Broadway, N.W.2. Gladstone 2234. [N2008]

IMMEDIATE delivery new Wolseley 6/80 and 4/44; terms—exchanges—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1428]
C. W. J. COLES (CROYDON), Ltd., official Wolseley agents, offer early delivery of 6/80 and 4/44 models; part exchange and hire purchase—19, Bland Rd., South Croydon, Croydon 0074-5. [7677]
MEERES & MEERES, Ltd. (Est. 1893), Wolseley specialists, offer immediate delivery of "Six-Eighty" saloon; choice of colours from stock; early delivery of "Four-Forty Four" model—The Broadway, Mill Hill, Tel. Mill. 2040. [N3012]

NEW CARS FOR SALE

MISCELLANEOUS CARS

GATEHOUSE MOTORS

ARE stockists for Austin, Ford and Singer cars.—
Gatehouse Motors, Ltd., Highgate Village, London, N.6. [12021]

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0012/R]

MISCELLANEOUS CARS

ROWLAND SMITH'S for new cars, all makes supplied; stockists for Austin, Ford, Jaguar, M.G., Morris, Standard, Triumph and Wolseley.
PARKER, exchanges, any distance, confidential b.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [14018]

ALL makes of cars, utilities, vans; terms, exchanges.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 6159. [00077]

MISCELLANEOUS CARS

NEW Wolseley 6/80 saloon, black and red; Standard Vanguard saloon, metallic chrome-blue, blue leather; Morris Oxford, black and red, de luxe and standard saloons for immediate delivery.—Hodgins, Ladbroke 1155. [13027]

MARSTON MOTOR Co., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire, purchase and insurance arranged; immediately call, phone or write.—Marston Motor Co., Ltd., Sta. 8000. [0713/R]

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

A SYNCHRO

1954 Vauxhall Velox or 1954 new style Ford Anglia self-drive costs from £6 per week, small mileage charge, or alternative rates; A.A., R.A.C. radio, heater, Continental touring, special facilities for overseas visitors.—Synchro Garage, Ltd., 1, Petersham Mews, S.W.7. Western 4106. [0036/R]

SLUGGON CAR HIRE.—A40 saloons, drive yourself.—Res. 36, Mackenzie St., Tel. Slough 2501. [0132/R]

IVOR HILL, Ltd.—1953 A40 Somersets for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wimbor. 5696. [0091/R]

IRELAND Self Drive.—Ryans, 33, Upper O'Connell St., Dublin 7, Crofton Ave., Dun Laoghaire. [0877/R]

SMITH & HUNTER for self drive, including winter rates.—376, Kensington High St., W.14. Wes. 6417. [0458/R]

MANCHESTER.—Drive yourself 1953-54 overseas visitors specially catered for.

SUREFLEET, delivery anywhere in England.

SUREFLEET, lowest rates in the trade.

SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16, Tel. Moss Side 157. [0646/R]

AUSTIN A40, 70s, 30s, saloons or convertibles, drive yourself, low winter rates.—Truman's Garage, Queensway, W.2. Bay. 6415. [0686/R]

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Coddington Mews, W.1. Pat. 2664-5. [0466/R]

LONDON'S lowest rates. The private car chauffeur-driven hire service.—Lontax (Vic. 7771-2). Dolphin Square, S.W.1. [0042/R]

IRISH touring, hire and drive it, the Morris Oxford and Minor, Shelbourne Motor Co., Ltd., 20, Kildare St., Dublin. [0280]

GEE CARS self-drive hire service with new Ford Consul, unlimited mileage.—60/62, Queensdown Rd., London, S.W.8. Mac. 3363. [0091/R]

HAROLD R. HILLS GARAGE.—Garage accommodation service, high-class car hire.—3-6, Ennismore Mews, S.W.7. Kensington 4030. [0551/R]

SELF-DRIVE post-war Morris, Austin A40, Morris Minor.—Roni (Car Hire), Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 2103. [1776/R]

1953 self-drive cars available for hire from Self Motoring, Ltd., 103, Knightsbridge, S.W.1. Tel. Ken. 6428 and Bay. 8229 (Garage). [2636]

WIMBLEDON CAR HIRE, self-drive specialists.—1951-53 Austin A40, A40s and A40s from £1 a day.—Mansel Rd., S.W.19. Wimb. 3534. [0811/R]

MOORE PARK GARAGE.—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale, Forest Hill, S.E.23. (For. 2452). [0679/R]

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10hp Ford's unlimited mileage; cars delivered.—Bri. 5532 and 8637. 290, Milkwood Rd., Berne Hill, S.E.24. [0683/R]

1954/3 Zephyrs, 17gns. a week, 600 miles; also new Consul, Oxford, Somerset; request tariff.—Alliance, 29, Burne St., Edgware Rd., London, N.W.1. Paddington 2646/6801. [0512/R]

CAR HIRE (MAYFAIR), Ltd., for Rolls-Royce and Austin dependability, chauffeur driven, 1951-53 A40s and A40s to drive yourself; competitive rates.—12, Bourdon St., Berkeley Sq., W.1. Mayfair 8689. [0064/R]

DRIVE YOURSELF HIRE CO. (LONDON), Ltd.—Best cars, most economical and dependable service for all occasions; tariff on request.—306, Seven Sisters Rd., Finsbury Park, N.4. Sta. 5495; 20, Grosvenor Place, Victoria, S.W.1. Sio. 9844. [0507/R]

SUSSEX MOTORS.—Self-drive or chauffeur-driven; 1952-53 Morris Minors, Austin A40, Vauxhalls, Standard Vanguards; overseas visitors catered for.—1, Burwood Mews, Burwood Place, Edgware Rd., London, W.2 (near Marble Arch). Pat. 5306 and Amb. 5285. [0509/R]

SELF-DRIVE.—Coming on leave, visiting Britain? Our keenest rates for vacation period hire, all your motoring budget; modern fleet; alternative types available.—Home & Overseas Motors, 160, Finchley Rd., N.W.5. Hampstead 0067-8-9. [0051/R]

1954 cars in perfect condition, keenest rates day, week or month, including comprehensive insurance.—British Self Drive Cars, 13a, Adam and Eve Mews, Kensington High St., W.8. Western 4795 (4426) service Perivale 3404. Cables "Britcars London". [0166]

OVERSEAS visitors, a fleet of 1953-3 Austin drive hire saloons for hire to drive yourself; send for illustrated brochure to Drivehire Cars, Ltd., Head Office, Kingsway, Newport, Mon. Available at 12 Drivehire stations throughout Britain. Also available for home market. [0211/R]

WILSON'S CAR HIRE SERVICE.—New cars in perfect condition; self drive from £1 per day plus 6d a mile or £5 a week plus 6d a mile including petrol, oil, insurance. Overseas visitors can hire or buy with guaranteed repurchase price.—3A, Acre Lane, S.W.2. Brixton 4011; 1, Dorking Rd., Epsom 3901. [0602/R]

WELBECK CAR HIRE offer.—New self-drive cars, no mileage charge, you just pay the rental rate that is all.—Ship one day £1/15, 24 hours £2/10, one week £12/10, new Anglias at £5 per day and £16 per week.—Welbeck Car Hire, 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991. Office hours 9 a.m. to 6 p.m. [0631/R]

CARS FOR HIRE

POST-WAR self-drive cars from £10 per week or daily; special facilities for overseas visitors.—G.P. (Baham), Ltd., 2c, Baham Hill, S.W.12 (100 yds Chapham South Tube). Tel. 1107-9. [14024/R]

DO a "good deal" better with Carr Bros. on self-drive or chauffeur hire, best cars, best terms, with choice of tariffs from nearest of 5 branches.—Ger. 6979-9, Renown 6393, Uplands 4811, Hounslow 4606, Wallington 1026, Callwrite Soho Garage, 21, Soho Sq., London, W.1, for particulars. Branch opposite London Airport. Head Office—Purley (Cables: "Carrbros, Croydon, Eng. 1"). [14041]

DRIVE YOURSELF Hire.—1953-4 saloons, choice of cars at attractive rates with unlimited mileage for short or long periods. Overseas visitors, both old and new clients specially welcomed. We have been pioneers of self-drive hire for over 30 years.—Write, "phone or call, H. P. Edwards & Co., Ltd. (Established 1918). 154, Great Titchfield St., London, W.1. Tel. Lancham 0012 and Museum 6366. [14041]

LUXURY travel at low cost. Britain and Europe: 350 new 1954 self-drive cars and estate cars from 15/- a day for 35 free miles; excess at 3d a mile; or unlimited mileage tariff; special quotes for long periods; cars supplied with regional 6-cylinder from £1 a day or £6 a week and an easy 8d a mile; all petrol and oil free.—Write, telephone or call, Victor Britain, Ltd., 12a, Berkeley St., London, W.1. (Tel. Grosvenor 4881); or 11, Gt. Cumberland Place, Marble Arch, W.1. (Tel. Ambassador 2814). [0772/R]

OPPOSITE London Airport, comprehensive service overseas visitors for self-drive cars; alternatively, selling with guaranteed repurchase price; this special plan halves cost of hire; no extra charge on limited mileage, heaters, roof racks; A.A., R.A.C.; please write in advance, stating make preferred, new or used.—Steele Griffiths opposite London Airport, Hayes, Middlesex. Rodney 2201 (4 lines). [1354]

HIRE a car as private as your own from Victor Britain, the Car Hire Specialist; pay less and always get a new car; self-drive Morris Oxford, Ford Consul or Vauxhall Velox 6-cylinder from £1 a day or £6 a week and an easy 8d a mile; all petrol and oil free.—Write, telephone or call, Victor Britain, Ltd., 12a, Berkeley St., London, W.1. (Tel. Grosvenor 4881); or 11, Gt. Cumberland Place, Marble Arch, W.1. (Tel. Ambassador 2814). [0772/R]

DAY AND NIGHT SERVICE

A.O. (Always open), N.S. (Not Sunday).
SEAFORD, Midland Hotel & Mills, Ltd., Church Rd., R.A.C. & A.A. repairs. Tel. 2678. 2890. A.O. [2222/R]

BRADFORD, Yorks.—Eric S. Myers, Ltd., No worry Depots, Drift Parade, Belle Vue, Bradford 2503. [0770]

MANCHESTER, 3, City Centre.—Williams Motor Co., Ltd., 1-15, Trafford St., Always open for garage, petrol and complete breakdown and accident service. [0769]

PIRIBRIGHT (near Guildford/Woking), Surrey.—Clarke's of Pirbright, Brookwood 2201/2. [2201/R]

EXCHANGE

RAYMOND WAY, of Kilburn

RAYMOND WAY, the exchange specialists.

YOUR car taken as a deposit on a motor cycle or motor cycle in part exchange for a car. If the value of your vehicle is more than the deposit you require we will gladly refund your cash for the difference.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044, connecting all branches and depots (Kilburn Park Station, Bakerloo line, 150 yards). [0631/R]

ROWLAND SMITH will quote for your car in part exchange; highest allowance for motor cycles and 3-wheelers; particulars and list on request.

ROWLAND SMITH for hire purchase terms; private and confidential; immediate delivery in approved cases; references and guarantors not essential, cash refunded on exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6241. [14014/R]

RON MCKENZIE invites you to his Motor Cycle and Car Exchange Centre at 961, Chester Rd., Streteford, 2 miles South Manchester, open to 8 p.m. and week-ends; terms if required. [10025]

EXCHANGE your car for a new or used motor cycle or combination; we offer you a cash refund if our part exchange allowance exceeds the deposit on the machine of your choice; terms and conditions on request.—Clark, Ltd., Stockwell Rd., S.W.9. Brixton 6251. [0036/R]

CAR COLLECTION

LONDON Pilot Service, cars collected and delivered to any part of the British Isles and the Continent; drivers supplied for all occasions—quotations given for specified requirements; cars collected from and delivered to docks, Continental Mews, Knightsbridge, S.W.7. Tel. Kensington 8319. [1273]

CAR RADIO

RADIOMOBILE accredited dealers, qualified mechanics, are always available for car radio repairs.—NORMAND, Ltd., 405-9, King St., W.6. Eiv. 3885. [0822/R]

J. DAVY, H.M.V. car radio, accredited dealers, Smith's Radiomobile, sales and service.—Fremantle 6000. [0159/R]

MOTOROLA, world's finest motor radio; sole licensees and registered users.—World Radio, Ltd., Edgware Rd., London W.N.2. Gladstone 4255. [0419/R]

CAR RADIO

ALL types of car radio supplies installed and serviced by competent radio mechanics.—The Car Mart, Ltd., Upper Montagu St., London, W.1. Ambassador 1897. [0162/R]

UNIVERSITY ELECTRICS, Ltd., 7, Hertford St., W.1. Gro. 4141. Specialists in car radio, H.M.V. Radiomobile, Ekco, etc., expert installation and service for trade and retail. [0666/R]

SPICKINGS (TWICKENHAM), Ltd., 63-101, Heath Rd., Twickenham, Tel. Popesgrove 1035-6-7. [0809/R]

credited Radiomobile station; expert installations and service; trade and retail all makes available. [0116/R]

Car Radio Wanted

URGENTLY wanted, car radios, any condition.—Particulars Fields, 65 Snow Hill, Birmingham. [1993]

COACHBUILDERS AND BODIES

RONALD KENT (COACHBUILDERS) Ltd., Coal Wharf Rd., Shepherds Bush, W.12. She. 2331. [0273]

STANDARD Park Ward 7-seater swept-back limousine removed from Rolls-Royce Wraith chassis; £100. JASCOY MOTORS, Ltd., 237-243, Kensal Rd., W.10. Ladbroke 1231-2. [03507]

GROUT & CO. (COACHBUILDERS), Ltd., 2, Miley Rd., Hammersmith Riverside 1048.—All types of coachwork. [0809/R]

LAWTON-GOODMAN, Ltd., new shooting brake bodies, conversions, repairs and renovations; reasonable prices.—135, Cricklewood Broadway, N.W.2. [14024/R]

ALPE and SAUNDERS (COACHBUILDERS) Ltd., Collingwood, Trimming, Complete Bodies Built Station Approach, Ken Gardens, Richmond 1161. [1026]

TICKFORD LTD.—Coachbuilders, 5, Upper St. Martin's Lane, W.C.2. Temple Bar 3538. Repairs executed at every description. [04029]

PILCHERS, 314, Kingston Rd., S.W.20. Liberty 2350; tubular repair and painting, all processes, private and commercial; trade enquiries invited. [0125/R]

JACK BARCLAY (SERVICE), Ltd., can undertake all classes of coach repair work at Danvers St., Chelsea, London, S.W.3. Flaxman 2223. [14028/R]

GLASSFIBRE sports 2-3-seater body shells for Ford 8/10 specials, modern appearance, £22. Other bodies, hardtops.—10, Winchester Mews, N.W.3. Primrose 6159. [0378]

WILKINSON & CO. (COACHBUILDERS), Ltd.—Body building and all repairs, reupholstering, trimming and conversions, special facilities for overseas visitors; Fibreglass constructions and repairs undertaken.—Mortlake Rd., Kew, Ric. 5625-6. [0548/R]

50" velour head lining, 7/6 yd., Vynide leather cloth 7/6 yd.; 40in rubber-backed pile carpet, 32/6 yd.; 54in double felt 7/6 yd.; bucket seats complete 45/-; shell only 25/-; new easyfit rubber window channels 7d ft.; for 30-page price list with practical hints and tips for all body repairs; over 200 mouldings; beading, channels, windows, Perspex, trimmings, fittings, points, etc., send P.O. 2/- and stamp.—Wings, 125 High St., West Wickham, Kent. [14061]

FOR every requirement, body fittings and trimmings, bucket seats, large selection including: 14 1/2" steel frames 25/-; upholstered Vynide spring cushions £4; tubular frames from £4 15/-; high alloy frames, 14in 65/-, 16in 65/-; trimmed Connolly hide, Dunlopilo £8/15; back lights (rear windows) 5in 26/6, cycle type springs; steel and light alloy window channelling, aluminium sheeting, mouldings and sections (body fittings); stamp list.—Derrington 159-161 London Rd., Kingston 5621-2. [14071]

CONTACT LENSES

MODERN CONTACT LENS CENTRE, 7(F), Endsleigh Court W.C.1.—Deferred terms; booklet sent. [0894/R]

FINANCIAL PARTNERSHIP, ETC.

LIMITED investment and active participation in reputable garage and/or filling station required by assistant manager in the trade.—Box 8058. [1364]

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YELLOW head lamp bulbs for Continental drives available for most makes.—Beverley Motors, Airedale, Ave., New Malden, Malden 4405. [1528]

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R. & J. PARK, Ltd., 143/5, Finchbury St., E.C.3. Mansion House 3683, Packing Works; Dominion Works, Chiswick, W.4. Chiswick 7761. Special shipping to the motor trade. [0630/R]

THE MOTOR PACKING Co., Ltd., London Colney, Herts. (Tel. 3146), specialists with 40 years' experience in packing and shipping, can reduce your landed costs by their C.K.D. methods, collection and delivery f.o.b. or c.i.f. Branches Coventry and Liverpool. [0506/R]

PATENTS, EXPERIMENTAL WORK

J. E. S. LOCKWOOD, patent agent, White House, 111, New St., Birmingham. Handbooks free. [1934]

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AUTOMOBILE Engineering.—Whole-time technical and practical training leading to executive posts in the sphere of design, development, experimental work, operation, maintenance, repairs, sales. Extended courses to prepare for A.M.I.Mech., A.M.I.M.T. and City and Guilds examination. Courses in agricultural and aeronautical engineering also available.—Prospectus from College Secretary, The College of Aeronautical and Automobile Engineering, Sydney St., Chelsea, London S.W.3. Flaxman 0021. [0536/R]

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AXLESHAFTS

WEST LONDON REPAIR CO., Ltd. Wlm. 6316-7.

FRONT and rear axles suspension units, shafts, etc., straightened, heat treated, crack detected—36a, High St., Wimblesdon. (0569/R)

LEPANT MOTORS, Ltd. Axleshafts, London's largest stockists for all makes. Can we help you? **CROWN** wheels and pinions: large stock for most makes, new and second-hand—97-103, Newington Causeway, London, S.E.1. Tel. Hop. 3262. (0609/R)

CROWN wheels and pinions, N.R. for Morris 8, 95/- pair; Ford 8, 99/6; Hillman Minx, 86/5; Singer 8 and 9, 66/5; Standard L.9, 85/15; Vauxhall, 84/-; Wilham's, 13, Balham Hill, London, S.W.12. Batteries 3260/3769. (0903/R)

1500 all types, crownwheels and pinions and 3,000 axleshafts available, new or second-hand; parts despatched c.o.d. satisfaction guaranteed or cash refunded.—W. Mchett & Son, Lockwood Lane Garage, Stonehouse, Chesham, Tel. 4615. (0223/R)

BATTERIES, CHARGERS, ETC.

50/-—Brand new 6-volt batteries; 12-volt 95/-; guaranteed.—Westbury Garage, Westbury Ave., Wood Green, N.22. Boreas Park 3500. (0839/R)

STORAGE batteries.—Finest possible specifications, dry, uncharged, 12V 75ah, heavy duty, 19 plates, separate cells, in hardwood cases; 23/17/6, delivery 9/6. **12V** 22ah, almost similar specification, surprisingly powerful; 23/12/6, delivery 7/6.

1500 extra heavy duty, 25 plates, separate cells in hardwood cases; 26/17/6, delivery 9/6. **6V** 50ah, 15 plates, hard rubber cells, also suitable for cars, tractors, lorries, etc.; 23/7/6, delivery 7/6.—Below.

CHARGERS—10amp 12/24 or 24-volt heavy duty selenium, metal rectifiers, input 220/250V A.C., fullest adjustments on both sides; 12/17/6, delivery 10/-. **TEDDINGTON ENGINEERING CO., Ltd.** Dept. "M," High St., Teddington. (0360/R)

47/6—Battery prices down again! 6-volt 9-plate 47/6; 5-v 11-p. 56/6; 12-v 9-p. 92/6.—Williams, 13, Balham Hill, S.W.12. Batteries 3260/3769. (0628/R)

BATTERY plates, machine pasted, highest quality, aqua and standard.—Send your enquiries to Oakley (Wolverhampton), Ltd., Moresley Fields, Battery Works, Wolverhampton. (0466)

BATTERIES—Part exchange your old battery for new or rebuilt unit charged ready for use, guaranteed one year; immediate exchange service, no waiting; batteries hired, tested, properly charged and repaired; E.A.C. appointed; hours 8.30-5.30, Saturday 10-5. Trade enquiries invited.—Speedwell, 3, Mardale St., Shepherd's Bush, W.12. She. 4224; also behind 96, Upper Wickham Lane, Woking, Kent. Tel. Woolwich 4596. Early closing Wednesday. (0467/R)

BRAKES, CABLES, ETC.

TROS. RICEFIELD & SON, Ltd., 6, Broadstone Place, London, W.1. Estab. 1938. Tel. Welbeck 9402 (5 lines).

RICEFIELD replacement brake cables, England's leading manufacturers of brake cable units, British, Continental and American, 20,000 cables in stock, any type supplied or repaired; only genuine Bowden materials used; send for trade list; new cables from 2/- each. (0609/R)

BRAKE cables, reconditioned as new; trade enquiries invited; send damaged and worn cables for quotations.—A. J. Browning, Dart St. Works, Dart St., London, W.10. Ladbrooke 5841. (0014/R)

YOUNG'S brake lining service; send your brake shoes for relining with genuine Durox brake linings; prompt despatch; quotations by return.—20/32, Tooling Sec Rd., London, S.W.17. Balham 7791. (0972/R)

CAMSHAFTS

CAMSHAFTS, worn or damaged cams built up and reground to original profile and life.—Moore & Ellis (London) 1946, Ltd., 87, Scoresby St., London, E.C.3. WAT. 7261. (0602/R)

CARBURETTORS, ECONOMISERS

G. ZENITH carburetors.

STROMBERG and S.U. carburetors.

GOWER & LEE, Ltd., supply new and replacement units; parts and service at Central London Depot.—Gower & Lee, Ltd., 1-3, Thornton Place, York St., Baker St., W.1. Welbeck 9223 (3 lines). (0933/R)

S.U.

CARBURETTORS and pressure pumps.

SERVICE, tuning, repairs.

SOLE distributors.

W. H. M. BURGESS, Ltd., 32, Brunel Rd., Old Oak Common Lane, Acton, W.2. Shepherd's Bush 5361 (4 lines). It will be appreciated if you will phone for an appointment. (0655/R)

ZENITH spares, replacement units for most makes and in stock. (0655/R)

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. (M2011)

W. WATSON & CO. (LIVERPOOL), Ltd.—Auto Electrical Dept., Oldham St., Liverpool, 1. Royal 7080 (10 lines). (0103/R)

OFFICIAL, S.U. and Solex agents; large stocks of private and commercial, new and replacement.

S.U. and A.C. fuel pumps; prompt postal service.

S.U.—Official service depot.—Carburetors and petrol pumps reconditioned by return of post; rapid tuning service.—Pollard's 1122. (0103/R)

MOSS & LAWSON, Ltd., 1076-1086, London Rd., Thornton Heath (3 minutes Norbury Station). (0260/R)

ZENITH, Solex, S.U., new and replacement units and spares.—John A. Sparks & Co., Main Distributors, Siretham Hill, S.W.2.ulse Hill 3458 (4 lines). (0323/R)

VOKES Gasmaster for increased mileage; prices of all models 14/6; easily fitted; trade and retail supplied.—Comerford, Ltd., Oxford House, Portsmouth Rd., Thames Ditton, Surrey. Emb. 2323/4. (0575/R)

CARBURETTORS, ECONOMISERS

COX-ATMOS economisers ensure more mpg and reduced engine wear.—Cox-Atmos Products, Ltd., 24, Widney Rd., Knowle, Birmingham. (0394/R)

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6866, authorised main S.U. stockists and fitting station.—209, Balham High Rd., S.W.17. (0525/R)

OFFICIAL Zenith, Stromberg, Solex and S.U. agents; largest stock of carburetors and spares in the North; conversion sets for American cars, flexible petrol pipes and jet filters; prompt attention to postal enquiries.—Lime St. Garages (L'pool), Ltd., Bolton St., Liverpool, 3. Royal 3232-5. (0525/R)

TWIN carburetor units for 25% increase in power, giving up to 50% better acceleration, redesigned high-efficiency manifolds with twin-link carburetors for Austin A50, Minor only 12/10; Minor sv, Oxford, Ford 8 and 10, Renault 750 226, Consul 230, stamp list, performance figure—Derrington 158-161, London Rd., Kingston 5631-2. (01071)

CAR CARPETS

WOOL pile and rubber carpets tailored to your car.—Jack Barclay (Service), Ltd., Danvers St., London, S.W.9. Faxman 2263. (M1022/R)

WOOL pile and rubber-backed carpets, ribbed Hardura and rubber mats, link mats, tailored to fit all models, popular colour range; state motor hp, type and Octopus straps, prompt delivery; carriage paid.

THE CAR MAT CO., Ltd. (Est. 1950), 16, Colville Rd., Westbourne Grove, London, W.11. Bay 6265. (0164/R)

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"SILVERNOIL" car covers, strong, durable, new process silver sheeting, guaranteed 100% waterproof, welded waterproof seams, reinforced eyeletting, light in weight, easy to handle, 9ft x 8ft, 27/6; 9ft x 12ft, 37/6; 15ft x 12ft, 59/-; 18ft x 12ft, 74/-; 20ft x 15ft, 90/-; post and packing, 2/6; dust sheet made from superior parachute material, complete cover, 6/12hp 40/-, 14/30hp 60/-, post free.—H. C. Briggs, 88, Forest Rd., Walthamstow, London, E.17. Larkwood 2703. (0521/R)

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HEADLAMP reflectors heavily electroplated, 100% silver mirror finish guaranteed, 5/9 each; returned day received, send P.O.—R. E. Packard, Slon Place, Clifton, Bristol. (0258/R)

HEADLAMP reflectors resilvered, 7/6 each, plus p. & p. 1/- each; cash with order; 24-hour service; trade enquiries invited.—Marshall, Bedford, 18, Bedford Place, Marylebone, N.W.1. Pad. 5995. (0032/R)

CUT your plating costs on chromeplating all car fittings; highest quality finish for over 50 years; keen prices; 1895, 35, Clerkenwell Close, London, E.C.1. Tel. Clerkenwell 7314. (0045/R)

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CLAUDE RYE, Ltd.—Huge stocks of clothing, etc., at keenest prices.—895-921, Fulham Rd., London, S.W.6. Renown 1599. (0579/R)

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REPAIRED without distortion for electrodeposition at 60° Fahr; no dismantling except for internal fractures; tensile strength greater than original; repair guaranteed; process as approved by A.A. and R.A.C.—Platenwald, 44, Lottie St., E.16. Bernerswood 1486. (0020/R)

CYLINDER GRINDING, ETC.

LET us rebore your car on your own premises, supply pistons and distributors, Phases & Sons, 436, South Hill Rd., Woolwich, S.E.18. Woo. 4657/5666. (0783/R)

ENGINES rebored on your premises without removal from chassis, Van Norman process Hepolite piston, Hecroft Motors, 24 Lynton Rd., Hornsey, N.10. Mounville 427. (0107/R)

FOR first-class service and outstanding workmanship—Hamilton Motors (London), Ltd., 466-490, Edgware Rd., London, W.2. Tel. 169-171, Harrow Rd., Paddington 0032 (12 lines). (0096/R)

BENSHAM LANE GARAGE, Ltd.—Crankshaft grinding, line boring, bearings reconditioned, reboring, sleeving, all face grinding, 32-34, Bensham Lane, W. Croydon, Thornton Heath 411. (0514/R)

EDWARDS ENGINEERING CO., Ltd.—Cylinder boring and sleeving, Cromford liners, crankshaft grinding and bearing remounting, flywheel gear rings fitted, brake drums drilled or machined, Kew Garage Works, Great West Rd., Brentford, Chiswick 7751. 2-3-4. (0170/R)

SANTON & SWEET (Batteries 2242/3).—Crankshaft grinding and cylinder boring, piston and bearing stocks, specialists in overhaul of diesel engines, con rods remounted, line boring of main bearings, surface grinding and valve inserts fitted.—228, Garratt Lane, S.W.18. (0068/R)

PRECISION engineers, crankshaft and crankshaft re-complete Austin 7 72/-, popular 8/10hp 25/- 4-hr. service; exchange crankshafts stocked; surface, crankshaft grinding, remounting, drums machined from 3/4.—Rowley & Louis, Summerland Gardens, Muswell Hill, N.10. Tudor 5670. (0929/R)

J. AUSTIN & SONS, Ltd., specialists in cylinder re-boring, con rods remounted, 24-hour service; valve inserts, brake drums skimmed, cylinder heads refaced, all types of engines reconditioned, including diesel; collection and delivery; trade supplied.—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Bigar 6256-7-8. (0006/R)

DYNAMOS

PRIDE & CLARKE, Ltd. for new and second-hand dynamo starters, starter batteries, lamps.—25, Well Rd., S.W.9. Bri. 6251. (0796/R)

ELECTRICAL EQUIPMENT

COUNTRY house diesel light and power plants, specialists 2 to 25kw, separate dynamos, alternators or engines, list free.

POWERCO Wandsworth Town Station Works, York Rd., London, S.W.18. Van. 5234 (10 mins. Waterloo). (0620/R)

CLARE'S MOTOR WORKS—Second-hand and reconditioned exchange stocks of dynamo, starter, magnetos, distributors and S.U. pumps; quotations for repairs or replacements.—Clare's Motor Works, 260, Knights Rd., West Norwood, S.E.27. (0149/R)

DYNAMOS, starters, distributors, magnetos, repairing and replacements; armatures rewound, exchange repairs; complete range; complete rewinding all electrical repairs.—A. J. Browning, 75, Lancelotti St., London, W.10, Lad. 5941. (0680/R)

ELECTRICAL EQUIPMENT

TV without mains, Cheshore special petrol-electric generators, complete, self-starting, as supplied to B.E.C., A.C. 220 250V, 500 watts D.C., will charge batteries for permanent lighting; 24/10, delivery 10/-; other low-priced alternators available.—Below.

D.C. generators, Tiny Tim self-starting or Delco, complete 12/15V, 214/10, delivery 10/-.

STORAGE batteries, heavy duty in hardwood cases, 12V 75ah, 25/17/6, delivery 9/6; 12V 22ah very powerful, 23/14, delivery 5/6; 6V 150ah, 25/7/6, delivery 8/6; 6V 30ah, hardrubber cases, 23/7/6, delivery 7/6.—Below.

CHARGERS, heavy duty aluminium metal rectifiers, input 220/250, output 12/24V, 10 amps, full adjustment, 212/7/6, delivery 10/-.—Below.

A.C. engines, 1 1/2 to 20hp; 212/10 to 239/10.—Below.

AIR compressors, Hymatic 2-stage 2 1/2 cu ft, 800lb, 24/17/6, delivery 3/6; Renault two-stage either 100/50lb p.s.i. or 400lb, 22/10, delivery 20/-; complete mobile plants from 289/10; tanks from 21/2/6, and other accessories.

TEDDINGTON ENGINEERING CO., Ltd., Dept. "M," High St., Teddington, Middx. Kingston 1193. (0168/R)

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CHROMIUM plated tubular steel rear grids for XK120 (panel and boot lid); Austin-Healey 27/10; M.G. to T.A. 27/5; T.C. and T.D. with black rail, £5; Morris Minor Austin Standard 8, £5/15; tool types from £4/4; Lure 12/6 per week; bumper fixing grids, Morris 8, Ford 8 and 10, 45/-; Munk, Morris 10 and 12, 48/-; Pontiac 2/3; Derrington, 159-161, London Rd., Kingston 5621-2. (14107/R)

SAFETY GLASS

TRIPLEX.
EXPRESS REPLACEMENT SERVICE—wholesale and retail.
LONDON: Newton's (Kensington), Glass Merchants, 1486, Old Brompton Rd., S.W.5. Tel. Fremantle 9412.

WATFORD: Balmer's, Glass Merchants, Derby Rd., Watford. Tel. Watford 6268.

SOUTHEND: Smith's Glass Merchants, 623-4, London Rd., Westcliff-on-Sea, Tel. Southend 4644.

ALL the above are official Triplex stockists.

D. W. PRICE. (10435/R)

FIT while you wait.—Neasden Lane, N.W.10 (Ola. 7911); 2a, New Cross Rd. (New Cross 3956); Savoy Parade, Enfield 3170; Tancred St., Taunton 2993.

TRIPLEX.—"While you wait" replacements.—**British Steel Frame Co., Ltd.**, Bishopsgate 9611-3. See Windscreen.

SHOCK ABSORBERS

TELEFLO telescopic dampers are the latest advancement in suspension control.

EFFICIENT control maintained at low and high speeds.

LEVELS out the bad roads, providing extra comfort.

AGITATION and frothing troubles eliminated by exclusive pivoting action.

FUNCTION at any angle owing to its independence to gravity problems.

LONGER life due to increased area of body.

OBTAINED from main distributors for South London, Kent, Essex Surrey and Sussex.

ROBIN HOOD GARAGE (ANERLEY), Ltd., Croydon Rd., Anerley, S.E.20. Syd. 7066-7.

30/-—Exchange reconditioned shock absorbers.—**Witham's**, 18, Balham Hill, S.W.12. Battersea 3380/3769. (10449/R)

THE London main distributors for "Rotoflo" and "Teleflo" shock absorbers in East and West areas are Messrs. Shock Absorber Service, Ltd.

EAST London Depot, 125, Lower Clapton Rd., E.5. Tel. Amhurst 6463 and 6844.

WEST London Depot, 364, Uxbridge Rd., Shepherd's Bush, W.12. Tel. Shepherd's Bush 4251.

WE are equipped to give over-the-counter service which includes complete rebuilding of your linkage for dampers to fit most cars.

POST and rail orders are dispatched within one hour of receipt of your old units.

WE specialise in supplying dampers and special linkage for foreign and "non-standard" cars; full discount to the trade. (10158/R)

SHOCK ABSORBERS

A. RIMSTRONG.—The leading hydraulic shock absorber fitted as initial equipment to the majority of cars. NEW exchange shock absorbers, replacement links and conversion sets available from stock from your local garage or

MAIN distributors:—**LONDON** and the South of England.

PARR EQUIPMENT CO., Ltd., 2, Avonmore Rd., Fulham 4211 (3 lines).

BIRMINGHAM: West Midlands and Central Wales:—**MARLER & PARTRIDGE, Ltd.**, Fox Hollies Garage, Fox Hollies Rd., Acocks Green, Birmingham, 27, Acocks Green 0901.

EAST Midland Eastern Counties and South Yorks:—**DICKENS (SHOCK ABSORBERS), Ltd.**, Bullivant St., Alfred St., Central Nottingham. Nottingham 46507-8.

NORTH-WEST England:—**BRACEGIRDLE MOTORS, Ltd.**, Brook's Bar, Manchester, 16, Moss Side 2245-6.

JAMES H. GALT, Ltd., 71-73, Dobbies Loan, Glasgow. 714 (opposite Olympia). Fulham 4211 (3 lines).

SPECIAL telescopic conversion for Austin Cambridge; 45/- per unit complete. (10496/R)

NORTH-WEST London:—**STOCKIST** and fitting service, Woodhead-Monroe, Telford and Rotoflo; conversion sets available; full trade discount.

E. H. HAGER, Oak Tree Rd. (facing Lord's Cricket Ground), St. John's Wood, N.W.8. Cun. 7335/7705. (M2044/R)

JOHN A. SPARKS & Co., the

GIRLING-LUXAR largest distributors; complete new assemblies on exchange basis immediately.

JOHN A. SPARKS & Co., Girling Main Distributors, Broadham Hill, S.W.3. Tulsa Hill 3434. (10356/R)

RECONDITIONED shock absorbers, exchange service, popular types 32/6 each; list free.—**Young's**, 20/32, Totting-Bee Rd., London, S.W.17. Balham 7731. (10427/R)

ALL types, Eastern Counties largest stockists **Armstrong, Girling, Luxar, Newton**, etc., makers' units.—**Prentice Aircraft & Cars, Ltd.**, Ipswich, Suffolk 77265-6. (14731)

ALL types, British, Continental, American shock absorbers and suspensions, new, reconditioned, guaranteed, reasonable trade discount.—**Tarrant & Fraser**, 10, Winchester Circus, N.W.3. Primrose 2647. (10004)

ACCENT on service.—Oil dampers or linkages exchanged "off the shelf" all British, American and Continental types; six months' guarantee.—**Baillie & Hurn**, The Girling People, 51-59, Hopehill Rd., Glasgow, N.W. Douglas 1768. (10697/R)

NEWTON shock absorbers, pioneers of tubular hydraulic suspension control, conversion kits available **M.G., Morris, Wolseley, Hillman, Humber, Austin, Standard, Jaguar, Talbot, Riley, Rover, Ford**—**University Motors, Ltd.**, Newton Distributors, 7, Hertford St., London, W.1. Gros. 4141. (10250/R)

SCOTLAND—**Armstrong, Girling, Luxar, Newton**, Woodhead-Monroe, contact the leading stockists for shock absorber service in the East, Inglis Auto-mobiles, Ltd., 64-78, Pitt St., Edinburgh, 3. Tel. 26237. In the West, James H. Galt, Ltd., 71-73, Dobbies Loan, Glasgow. C.4. Tel. Douglas 4137. (10530/R)

SPEEDOMETERS

RICHFIELD.

SPEEDOMETER repairs.—Rev. counters, electric and lever clocks by England's most prompt, efficient and economical service.—Immediate replacement for most types others within 48 hours; any make handled by out fully qualified staff; all repairs guaranteed.—See below.

SPEEDOMETER cables.—20,000 in stock, any make or type; state year, make and h.p. all cables guaranteed.

TROS. RICHFIELD & SON, Ltd., 8, Broadstone Place, London, W.1. Wel. 0408 (5 lines). Established 1938. (10070/R)

SPEEDOMETER SUPPLY CO., Ltd., 34, Shelton St., Long Acre, London, W.C.2. Established 1912. Temple Bar 3700. (10165/R)

PRIDE & CLARKE, Ltd.—All spares in stock, speedometer heads repaired and set to zero from 15/-, quick service and quotations.—**Stockwell Rd.**, S.W.9. Ari. 6251. (10742/R)

AUTO TEMPO METER CO., Ltd., Speedometer Specialists.—All makes of speedometer and revolution indicators repaired and service exchanged; large stocks of cables; all instruments guaranteed six months; established 35 years.—140-2, King's Cross Rd., London, W.O.1. Terminus 0635-4. (10346/R)

SPRINGS

LARGE stocks of road springs for all popular vehicles at low prices.—**Witham's**, 18, Balham Hill, S.W.12. Battersea 3380/3769. (10313/R)

WEST LONDON REPAIR CO., Ltd., Wim. 6316-7.—Repaired or manufactured, all springs tested for static load and rate of def.—56a, High St., Wimbledon. (10251/R)

SUPERCHARGERS

ARNOTT low-pressure supercharger your car.
FOR instantaneous and rapid acceleration, standardised installations available for M.G., Morris, Austin, Hillman, Ford, Riley, Standard, Triumph, Rover, Sunbeam-Talbot, Singer, Wolseley, Bristol, Citroën, Fiat, Renault, etc.

ALSO Arnott high-pressure competition models.

CARBURETTORS, Ltd., Grange Rd., N.W.10. Willesden 5501. (10177/R)

MARSHALL-NORDEC low-pressure supercharger installations are guaranteed to increase performance by over 35%, giving outstanding acceleration and hill-climbing installations for Ford, M.G., Morris Minor, Riley 14/4, 14/6, Triumph, Vanguard, etc., for home and export orders; prices from £65 complete with all fittings.—**North Downs Engineering Co.**, Westley, Caterham, Surrey. (10755/R)

TYRES AND TUBES

MARBLE ARCH.
EXTENSIVE stocks brand new tyres, Dunlop, Avon, North British, etc., all sizes in stock.

MARBLE ARCH MOTOR SUPPLIES, Ltd., 286, M. Camberwell Rd., S.E.5. Tel. Rodney 2181. And branches. (M5002/R)

TYRES—Tyres—Tyres.

MAKE the road safer; tyres are expensive; protect your own life and lives of others by having good tyres.

CLEVELAND'S GARAGE, Felixstowe Rd., Ipswich. Tel. Ipswich 77328. (10565/R)

TYRES!!! Tyres!!! Tyres!!!

10000 tyres in stock, every size and make, new, remould, etc.; please write or phone your tyre enquiries to

H. MATTHEWS, Ltd., the tyre specialists of over 90 years' standing.—89-97, Stockwell Rd., London, S.W.9. Tel. Brighton 3038 (12 lines). (10150/R)

VETERAN beaded-edge tyres, new or used.—**Welham**, 5, Burlington Hill Rd., Surbiton. Elmbridge 1873. (M4070/R)

PRIDE & CLARKE, Ltd., for new tyres and remould tyre bargains, quotations by return, state sizes required.—**Stockwell Rd.**, S.W.9. Brighton 6251. (10738/R)

TYRES, tubes (used and remoulds), 13in, 14in, 15in, 16in, 17in, 18in, 19in, 20in, 21in also tractor, commercial, ex W.D., beaded and odd sizes.—**Cook**, 589, Stapleton Rd., Eastville, Bristol. (10627/R)

600x17, 2 unused Dunlops, £14/15; 5 nearly new Dunlop, Goodyear (not re-moulds), £11/15; new tube 15/- (wanted 4/5 new Dunlops 600x16).—**Sherwood**, 177, Holmfield Rd., Belper. (10306/R)

SALE—A tyre for every job; new and remoulds; A free fitting; call or let us quote; let us remould your own covers.—**Bull's Rubber Co., Ltd.**, 173, Shaftesbury Ave., W.C.2. Tel. Tem. Bar 1747. (10774/R)

TYRES.—New, slightly used and rebuilt in all car, lorry, truck and tractor sizes; write, stating your size and receive per return or post our quotation; post orders only.—**The Gossell Rubber & Tyre Co., Ltd.**, 145-149, Camden Rd., N.W.1. Tel. Gulliver 5421 and 5422. Wires, Gossell, North, London. (10067/R)

5000 Guaranteed remould tyres, 450x16, 51/3, 450x13, 52/3, 500x16, 55/3, 500x17, 58/3, 550x16, 67/3, 500x18, 70/3; 600x16, 70/3; all other sizes available, remould or new; guaranteed sound inner tubes 5/- each; immediate despatch, carriage forward; remoulds, guaranteed or money refunded.—**W. M. Machent & Son, Lockford Lane Garage, Stonegrave, Chesterfield**, Tel. 4615. (10234/R)

WHEELS, DISCS, ETC.

ALL types of wheels repaired, replacement service.—**W. & L. Page, Pottery Rd.**, Brentford, Middlesex. Tel. Ealing 5338. (10690/R)

MOST types of easy clean and wire wheels in stock.—**Turner & Knight, Southfield Paddocks**, Pops Lane, Ealing, London, W.5. Eal. 4298. (10678/R)

WHEELS (used), all sizes for cars, trailers, caravans, commercial, ex-W.D. and farm vehicles.—**Cook**, 589, Stapleton Rd., Eastville, Bristol. (10688/R)

CLARE'S MOTOR WORKS.—Large stock wheels, wire Easy Clean and Artillery rebuilt and second-hand exchange service.—260, Knight's Hill, Westwood, S.E.27. Glos. Hill 0132. (10628/R)

WEST LONDON REPAIR CO., Ltd., Wim. 6316-7.—Wire wheels repaired, converted, respined, re-named. Easy clean wheels repaired, returned.—56a, High St., Wimbledon. (10232/R)

6000 car wheels second-hand, all types and years in stock; quotations by return; satisfaction guaranteed or cash refunded.—**W. Machent & Son, Lockford Lane Garage, Stonegrave, Chesterfield**, Tel. 4615. (10232/R)

WINDSCREENS, WIPERS, ETC.

AUSTIN 7 1932-34, £4/5; Ford 8/10, £5/5; trade also supplied.—**D. W. Price**, Neasden Lane, N.W.10. (10258/R)

BERKSHIRE WINDSCREEN WIPERS, repairs, replacements and spares.—8-14, Hampton Rd., Twickenham Green, Middlesex. Tel. Pops Grove 6284. (10594/R)

BRITISH STEEL FRAME CO., Ltd., 205, Cambridge Heath Rd., E.2, manufacture sports and special windcreens Ford, Austin 7, fixed and sliding windows for utilities.—**Bishopsgate 9611-3**. (10606/R)

BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

(See also page 74)

A. H. LANSLEY, 52-53, Friar St., Reading (Tel. 4632).—Business transfer specialists and valuers since 1890. (14246)

FOR sale, well equipped country garage filling station, modern house, good profits, owner emigrating; £5,500, o.n.e., s.a.f. Box 4972. (11236)

GOY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—**Goy & Richards, Ltd.**, 33, High St., N.W.3. Tel. Hampstead 4614. (10546/R)

BUSINESS AND PROPERTY

MAYFAIR motor showrooms available (corner site) with lift to basement and offices, nicely equipped, of small dimensions but in good position.—Box 5099. (M5300)

GARAGE, workshop and yard (2,250 sq ft), freehold, petrol pump (retail sales), compressor, grinder, tools, spares, etc., phone, offices and all equipment. £2,000.—Mar 3469. (11070)

MIDLANDS.—Modern corner freehold garage and service station, agencies, showroom, modern offices, well-equipped workshop room for further expansion if required; excellent business; £20,000, s.a.f.—Box 4739. (19769)

BUSINESS AND PROPERTY

GARAGE, Leamington, nice house, good profits; freehold £4,750; Coventry, Wolverhampton, Rugby £7,000.—14, Leybourne Park, Kent. (1458)

GARAGE business on trunk road, easy reach Edin-burgh, including heritable property, petrol pump, plant, fittings, motor vehicles and goodwill; for further particulars apply to—**Wm. Bishop & Co.**, 6, Darnaway St., Edinburgh 3. (1222)

MAIN Leves-Hastings Road; proposed petrol station occupying prominent 1/2-acre site and including a detached bungalow with vacant possession; plans approved, price £7,500 freehold.—**Eric Marchant**, 78, Church Rd., Hove. (1261)

BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

MESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, Gordon House, 14a, Ship St., Brighton, 1 (Tel. 23284), offer the following:-

SOUTH COAST TOWN.—Stockists of popular model premises situated in principal thoroughfare and comprising good showroom and workshops, also commodious living accommodation; freehold, goodwill and equipment; £13,000.

N. LONDON, in high-class district.—Exceptionally well-placed modern freehold premises with valuable frontages; important agencies; freehold, goodwill and equipment; £25,000.

SOUTH DEVON.—Established motor business with excellent living accommodation; price £5,500 s.v. Further particulars of above and other garages available from Gladding, Son & Wing, as above.

ALDRIDGES (Est. 1753), Auctioneers and Estate Agents, have available several est. motor businesses with distributorships and main agencies; also garages and filling stations in London, Home and Southern Counties.

NORTH LONDON.—Old-established general motor business, popular agencies, modern showrooms, workshop, pumps and offices, large organisation with extensive connection; £30,000 s.v.

ENQUIRIES are invited to Estate Dept., William Rd., N.W.1. Eus. 2352. (C1904)

CHURCH HOWARD HILLS, Ltd., specialists, agents and valuers to the motor trade, offer selection of motor businesses available in all parts; details upon application, stating requirements to—86, Kew Rd., Richmond Surrey, Tel. Ric. 2351-2-3 (M1007)

SUTTON area.—Main road position, double-fronted car showroom 1,800 square feet, workshop and land at rear with secondary access, 14 years' lease at £10 per week, rates £5 p.w.; gross profit £4,800 p.a. under management; price £2,500.—Box 5061.

PETROL filling station, excellent trading position London, 120,000 gallons annually plus 10,000 gallons det.; £8,000 including freehold; £5,000 mortgage arranged.—Sole agents—Universals, 47, Victoria St., Surbiton, Elmbridge 859.

LEICESTER area.—Excellent repair garage/filling station, small town adjoining main line station; show room, flat over, new main garage, 2 pumps, freehold, trucks, cars, equipment; £11,000. Sole Agents.—Edwards, 22, Hampstead High St., N.W.3. (1297)

DERBY.—Main rd. garage, filling station and two shops, excellent living accommodation, include also 6 cottages, all freehold, excellent site for car sales development, 3 pumps, turnover £20,000; price including excellent equipment £7,750. s.v.—Box 5050. (1262)

SPORTS, racing car interests; freehold motor business established 30 years on famous corner about 15 miles equidistant Aintree and Oulton Park; area one acre, frontage 400ft., covered area 7,600 sq. ft.; 6 new pumps, gallonage about 100,000; details, photo on request; price £17,500.—Box 5049 (1381)

PETERS & PETERS, Garage Sales Specialists, 57, The Broadway, Cheam, Surrey, Tel. Vigilant 1171-2, have over 60 personally inspected and recommended garages for sale throughout England, from £2,000 to £50,000; mortgages arranged on all propositions offered; comprehensive details on request. (1358)

LONDON, E.W.—Within 10 minutes of Park Lane; exceptional opportunity for car hire proprietors to acquire covered garaging space for 60-70 cars, together with range of lock-ups and flats over at present producing £250 p.w.; valuable freehold offered for sale, together with plant, equipment and benefit of letting; substantial mortgage available.—Apply Anthony D. Lewis & Co., 95, High St., Esher 957. (M2071)

FOR disposal, car sales and service station, imposing site main shopping centre, North-west London suburb, freehold building including very attractive showrooms, large garage with modern equipment, petrol station with Wayne computer pumps, forecourt, for display of cars, principal car stocking agencies, large, self-contained flat, area approximately 10,000 sq. ft., genuine, sale due retirement of owner, no agency principals only; £25,000.—Box 4704. (9664)

EAST Devon coastal town: for sale, high-class private hire and taxi business, centre of town, including three Austin cars, two unexpired Hackney Carriage licences available; garage for four cars (on lease), newly built three-bedroom house with bathroom, 2 reception rooms, kitchen, etc.; general equipment of garage includes air compressor, fire extinguisher, hydraulic jack, oil pump and various garage tools; inclusive price £5,500.—Apply, J. W. Palmer 47, High St., Budeigh, Salterton. (1266)

BUSINESS AND PROPERTY

LONDON (Kensington).—High-class residential neighbourhood, freehold garage-service station, accommodation for approximately 50 cars, spacious and well equipped workshop, showroom, etc.; also self-contained flat with private entrance; entire premises centrally heated by modern oil-burning installation; well established car sales, service and repair connection, L.C.C. permit available and plans passed for installation of petrol pumps; mortgage terms would be considered over period; inspection of premises and balance sheets by appointment direct with owner; reason for sale owner's time and attention required for other business commitments; principals only please.—Box 5074. (1499)

MOTOR showrooms, service garage and filling station in large north Midland city, old established family business holding oil, motorship and several dealership agreements, well situated and extensive buildings erected in 1928 on lease until 1969 at small rent; six modern petrol pumps and oil fountain on forecourt; showroom accommodation 9-12 cars, total ground floor area 11,000 sq. ft.; offices and reserve stores on first floor above frontage; substantial and profitable annual turnover; from car sales, repairs and fuel sales; the whole of the share capital is offered; managing executive will continue if desired; reason for sale—death of sole proprietor; price: £22,500, plus goodwill.—Box 4958. (1225)

Premises & Property Wanted
Business or Western area if possible, at least 12-15 cars, anything reasonable considered.—Box 4859. (1021)

WANTED: medium to large garage premises with repair facilities and pumps, London area.—Details to Box 4965. (1229)

WANTED to purchase immediately Garage & Petrol Station with living quarters, main road preferred. Any good West Country district.—Edwards, 22, Hampstead High St., N.W.3. Eus. 2352. (1298)

GARAGES and filling stations in London, Home and Southern Counties, well sited with good petrol sales, required for numerous applicants.—Parts, please to Aldridge Estate Department, William Rd., N.W.1. Eus. 2352. (C1004)

PETERS & PETERS, Garage Sales Specialists, 57, The Broadway, Cheam, Surrey, Tel. Vigilant 1171-2, urgently require garages, filling stations throughout England for waiting applicants; full market value obtained for genuine concerns; personal inspection of all propositions offered; distance no object. (7150)

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 16-64 or a woman aged 18-39 inclusive, unless he or she or the employer is exempted from the provisions of the Notification of Vacancies Order, 1952.

FITTER wanted; apply first in writing, stating experience; only first-class need apply.—Box 4947. (9497)

PARTS department manager, preferably with Vauxhall/Bedford or Ford main dealer experience; South of England.—Box 4956. (1223)

SKILLED mechanics required; top rates paid to fully skilled men.—Steele (Swindon), Ltd., Austin Distributors, Drove Rd., Swindon, Tel. 4035. (1055)

FOREMAN mechanic required to take complete charge of workshop, permanent position.—Apply P. S. Nicholson, St. Catherine's Rd., Forres, Morayshire. (1056)

SALES manager for main Ford distributors, permanent position, right man, right money, permanent salary in confidence is Managing Director, Box 4959. (1226)

SPARES manager wanted for Morris distributors in Northern Rhodesia; state full particulars and experience.—Box 5031. (1356)

AUTOWORK (WINCHESTER), Ltd., require first-class salesman, preferably one able to take control of branch, with buying ability.—Autowork, Ltd., Station Hill, Winchester. (M1010)

EXPERIENCED Car Salesman required for main Ford Distributors in the East Midlands; private and commercial; all replies treated in strict confidence. Box 5028. (1227)

FORD Main Dealers require skilled mechanics, permanent position; apply by letter giving experience and references.—Taylors (Gloucester) Ltd., Ford Dept., Worcester Street, Gloucester. (1516)

BEDFORD commercial vehicle and Vauxhall salesmen required.—Write, giving fullest particulars, to Sales Director, G.N. Ltd., 278-300 Balham High Rd., London S.W.17. (9669)

SITUATIONS VACANT

SKILLED and semi-skilled motor mechanics required, top rates, permanent with prospects.—The Market Garage, Tring. (1426)

APPLICATIONS invited from freelance representatives with established connections amongst garages and fleet-owners to handle new repair services for which there is no competition.—Apply Box 2560, 1426/9

An experienced retail sales representative is required to handle Rolls-Royce and Bentley cars; salary in accordance with qualifications.—Write giving details of career to date to The Paragon (Hull) Motor Co., 124, Boothferry Rd., Hull. (1235)

WORKS manager required for old-established garage in S.W. London, five agencies, one direct, modern plant, job calls for initiative and ambition, a financial interest in the firm could be considered from those with capital, but this is not essential.—Box 4705. (9684)

WINCHESTER Motor Company Limited require the services of an experienced car/commercial salesman for Vauxhall/Bedford—Rover and Daimler products. Full Details from Managing Director, Winchester Motor Company Limited, 81, Cross Road, Winchester, Hants, Tel. 3251. (1507)

ASSISTANT service manager, 30-35, with at least 10 years' practical experience with main Ford dealer; good salary and bonus to competent young man with capacity and ability to co-operate in large organization; Midlands.—Full details of experience in confidence to Box 5050. (1385)

URGENTLY required, skilled motor fitters, preferably with Ford experience, but not essential; also a good panel beater with experience of accident repair work; spacious and well-equipped works; excellent customer facilities and good rates.—Apply Works Manager, W. J. Reynolds (Motors), Ltd., Main Ford Distributors, Ford House, New Rd., Dagenham, Tel. Rainham 70 (8 lines). (1250)

WELL-KNOWN company manufacturing automobile and aircraft components and having an Australian branch in Sydney, invites applications for positions of technical responsibility from young Australians, aged 20-30, at present in England; preference will be given to applicants having good technical qualifications and some engineering experience, willing to undergo one to two years' specialised training in England prior to return to Australia; give full details of age, qualifications and experience, salary required.—Box 4957. (1224)

SITUATIONS WANTED

ENTHUSIAST, aged 31, seeking position connected with motor trade; sales trainee or similar position preferred.—Box 4949. (1016)

EX Garage Prop., 30 years' experience motor trade, seeks position service manager, S.W. preferred; highest refs.—Box 4561. (9342)

SERVICE manager seeks change, excellent organizer, adaptable, 25 years' experience, estimating, costing, sales, repairs; London area.—Box 5059, (1395)

EX garage prop., young, keen, trustworthy, desires position as service manager, or position with prospects; all replies answered.—Box 5058. (1370)

SERVICE manager, 30 years' experience motor trade, repairs, estimating, costing, accounting, F.A.T.E. seeks change of district.—Box 4948. (1215)

GARAGE and works manager, A.M.I.N.E.E. age 33, requires permanent position, good all-round experience all types, petrol and diesel, also sales; accommodation.—Box 4950. (1217)

BOOKS, ETC.

THE Motorist's Postal Bookeller.—List from L. A. Schofield, Peter St., Yeovil, Som. (9342)

UTILITY bodywork, drawings and instructions, 35/-; Re-trimming a car, 11/- post paid.—Craftsman Publications, 9, New St., Square, London, E.C.4. (9446)

HANDBOOKS.—Austin, Ford, Morris, Standard, Triumph, Vauxhall, 5/-; Cord, Jowett, Renault, Volkswagen, 7/6; Hillman, Eumber, Morgan, Rover, 9/-; Chevrolet, American Ford, 8/6; Talbot, Wolseley, 11/-; Riley, Singer, 12/6; Alfa, Chrysler, Dodge, M.G., 15/6. (1256)

WORKSHOP Manuals.—Morris, 17/6; Jowett, 15/-; Renault, 21/-; Ford, M.G., 31/6; Austin, Hillman, 35/-. (1257)

CATALOGUE (April) Motoring Publications, 6d. Inquiries, stamp posted.—Vivian Gray, Mail Order Bookellers, Hurslip, Bucks. (M2060)

HANDBOOK wanted: 1937 Lanchester 10, lend or sell.—2, St. Giles Rd., Dover. (1287)

WANTED urgently, instruction manual, spares catalogue for Standard 12-4 1934; good price.—Write B.C.M./W.F.V., W.C.1. (1454)

HOTELS, GUEST HOUSES, ACCOMMODATION

HOTELS, ETC.

BURNEMOUTH.—Staverley, 66, Almhurst Rd.; ideal early holidays.—Tel. Westbourne 64573. (1436)

CORNWALL.—Morleysey; bed and breakfast; 8 double rooms; delightful sea view; modern bungalow.—W. Over, Trevelick, Tel. 2289. (1402)

CORNWALL.—Comfort and good food assured, near shops, sea and amusements; from 5gns., Trevelick, Mennaye Rd., Penzance. Tel. 3818. (1250)

LAKE District.—Bridge Hotel, Buttermere. Ideal for walkers, rock climbers, fishermen and motorists. 28 bedrooms. Licensed. Good food. (1462)

LASSIO, Italian Riviera.—Villa Francesca; large garden; accommodates 8; resident cook-house-keeper; owing cancellations, villa available six weeks from June 1st and part September; rent payable sterling.—Ruck, 23, Clarendon Rd., Southsea. (1219)

NORTH DEVON.—Holiday accommodation; Devon's loveliest countryside and beaches; modern house, garage, central position; first-class food, own poultry, eggs; bed, breakfast, evening dinner; welcome awaits you.—Ashley, "Woodlands" Knowle, Braintree. (1240)

HOTELS, ETC.

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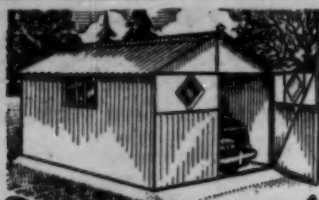
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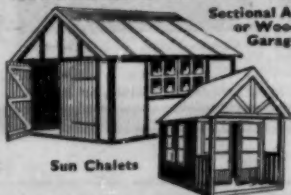
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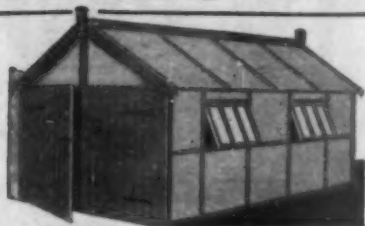
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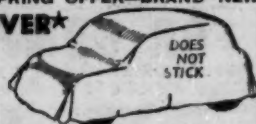
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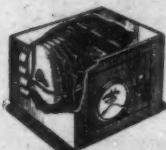
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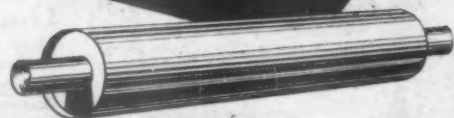
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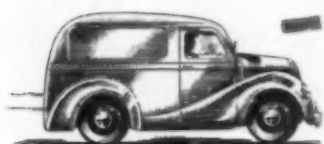
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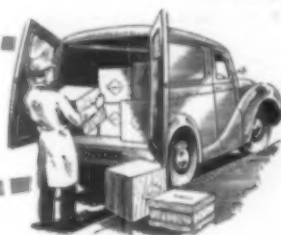
Printed in Great Britain for the Publishers, HIPPY & SONS, LTD., Dorset House, Stamford Street, London, S.E.1, by CHURCHILL PRESS LTD., Parts Garden, London, S.E.1. The Autocar can be obtained abroad from the following: AUSTRALIA and NEW ZEALAND: Gordon & Gotch, Ltd. INDIA: A. H. Wheeler & Co. CANADA: The Wm. Dawson Subscription Service, Ltd.; Gordon & Gotch, Ltd. SOUTH AFRICA: Central News Agency, Ltd., Wm. Dawson & Sons (S.A.), Ltd. UNITED STATES: The International News Co. Entered as Second Class Matter at the New York, U.S.A. Post Office.

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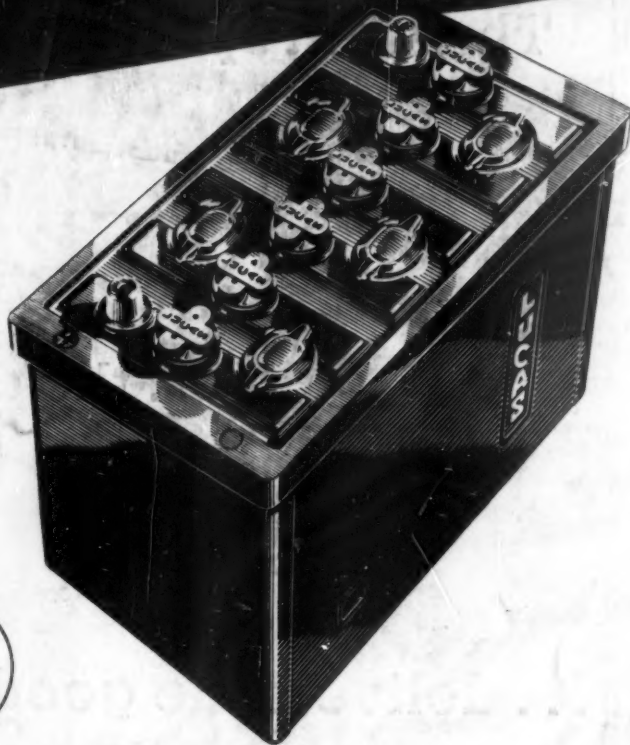
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